BY ORDER OF THE COMMANDER
36TH WING

36TH WING INSTRUCTION13-204

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Space, Missile, Command, and Control

ANDERSEN AFB AIRFIELD OPERATIONS

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This instruction implements Air Force Policy Directive 13-2, Air Traffic Control, Airspace, Airfield, and Range Management. It implements local Andersen AFB (AAFB) policy directives and procedures to be used in Air Traffic Control, Air Traffic Control and Landing Systems (ATCALS), Airspace, Emergency and Airfield Management (AM). This instruction applies to all personnel and agencies involved in flying or airfield operations at AAFB. TDY aircraft operating from AAFB are considered "base assigned" and subject to the provisions of this instruction. This publication supplements Federal Aviation Administration Order (FAAO) 7110.65, *Air Traffic Control*, AFI 13-204 Volume 1, *Airfield Operations Career Field Development*, AFI 13-204 Volume 2, *Airfield Operations Standardization and Evaluations*, AFI 13-204 Volume 3, *Airfield Operations Procedures and Programs*, AFI 13-213, *Airfield Driving*, FAA Guam Air Route Traffic Control Center, Andersen AFB Control Tower and Air Combat Command, Detachment 3 Letter of Agreement (LOA), and rescinds all previous versions of 36 WGI 13-204, *Andersen AFB Airfield Operations*. Deviations are authorized in the interest of safety or in an emergency; however, full details and justification concerning deviations from these procedures will be briefed to the squadron commander/operations officer who will, in turn, brief the 36 OG/CC. Waiver authority for this instruction is 36 OG/CC. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 37-363, *Management of Records*, and disposed of in accordance with Air Force Web-RIMS *Records Disposition Schedule (RDS*). Public Law 104-13, *The Paperwork Reduction Act of 1995* and AFI 33-360, *Publications and Forms Management* affect this publication. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. Refer recommended changes and questions about this publication to the Office of Primary

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SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. This revision updated the contents for currency and merged the principles and concepts of the unpublished AABI 11-250, Local Flying Procedures, dated 29 August 2010.

Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

1.1. Hours of Operation. Andersen Air Traffic Control Tower (ATCT) and Airfield Management Operations (AMOPS) are open 24 hours a day, 7 days a week.

1.1.1. Airfield Operations Facility closures will be IAW AFI 13-204 V3, *Airfield Operations Procedures and Programs* and distributed via PGUA Notice to Airman (NOTAM).

1.2. Runway Description. Andersen Air Force Base (AAFB) has two parallel runways (Attachment 2). Both Runways 06R/24L and 06L/24R are constructed of grooved-concrete and support Category I instrument operations. Current weight bearing capacity can be found in the PACAF Instrument Flight Rules (IFR) supplement or from AMOPS.

1.2.1. Runway and overrun lengths are as follows:

Table 1.1. Runway and Overrun Lengths and Widths

RUNWAY	LENGTH	WIDTH
06L/24R	10,527’	200’
06R/24L	11,200’	200’
OVERRUN	LENGTH	WIDTH
06L	1,034’	200’
06R	1,018’	200’
24L	1,034’	200’
24R	1,069’	200’

1.2.1.1. The underrun prior to the threshold of Runway 06R/06L and Runway 24R is considered the pre-threshold Take-off Run Area (TORA) and is available for takeoff when necessary for mission accomplishment.

1.2.2. All runways have a down slope that changes to an upslope. Runway gradients are as follows:

Table 1.2. Runway Gradients

RUNWAY	GRADIENT	RUNWAY	GRADIENT
06R (normal entry)	0.51% Up	06L (normal entry)	0.77% Up
06R (overrun entry)	0.36% Up	06L (overrun entry)	0.71% Up
24L (normal entry)	0.43% Down	24R (normal entry)	0.77% Down

1.2.3. The distance between runway centerlines is 1,800 feet.

1.3. Taxiway Description. Taxiways are identified by the letters A through K (Attachment 2). All taxiways are a minimum of 75 feet wide, with the following exceptions: Taxiway F south of Runway 06R has a 200 foot warm-up pad on the East side, adjacent to the runway.

1.4. Airport Elevation. Airfield Elevation is 618’ Mean Sea Level (MSL). The runway threshold elevations are as follows:

1.4.1. Runway 06L: 539’ MSL

1.4.2. Runway 06R: 557’ MSL

1.4.3. Runway 24R: 618’ MSL (Field Elevation)

1.4.4. Runway 24L: 607’ MSL

1.5. Selection of Primary Runway.

1.5.1. The ATCT Watch Supervisor will determine the runway in use based on current and forecasted winds. The Supervisor of Flying (SOF) will coordinate with the ATCT Watch Supervisor for opposite direction operations or runway change based on mission requirements. As appropriate, ATCT will notify Guam Air Route Traffic Control Center (ARTCC), AMOPS, Agana ATCT, and the Weather Flight of all runway changes.

1.5.1.1. In the event conflicting wind information is obtained, the ATCT Watch Supervisor will consult with the Weather Flight before determining the runway in use.

1.5.1.2. Runway 06R is designated as the primary instrument runway.

1.5.1.3. Runways 06R and 06L are designated as the calm wind runways.

1.6. Controlled Movement Area (CMA). Operations in the controlled movement area require two-way radio contact with and approval from the Control Tower prior to entering. The CMA includes runways (06L/24R and 06R/24L), overruns/underruns, and the area around the runway/overruns as defined by the runway hold lines. This includes portions of taxiways as defined by the runway hold lines and grassy areas adjacent to the runways. The CMA also applies to the precision approach critical areas as required by weather conditions.

1.6.1. Procedures for vehicle and/or pedestrian operations on the airfield, to include procedures for operating in the CMA, the precision approach critical areas, and radio failure, are contained in 36 WGI 13-213, *Airfield Driving*.

1.6.1.1. Aircraft arrivals and departures are not authorized with personnel or equipment on the under or overrun for the runway to be used.

1.6.2. Protection of the Precision Approach Critical Areas.

1.6.2.1. Precision Approach Critical Areas include the Glideslope Critical Areas, the Localizer Critical Areas, and the Precision Obstacle Free Zone (POFZ) (Attachment 2). Consult AFI 13-204 V3, *Airfield Operations Procedures and Programs,* for dimensions of each critical area.

1.6.2.2. Whenever an aircraft executing an Instrument Landing System (ILS) approach is inside the Final Approach Fix (FAF), with a reported ceiling less than 800 feet and/or visibility less than 2 miles, the ATCT will restrict all taxiing aircraft from proceeding beyond the instrument hold lines using the following phraseology: “*HOLD SHORT OF RUNWAY 06/24 L/R ILS CRITICAL AREA.”* The ATCT will turn the vehicle traffic light to red to stop traffic as soon as the aircraft reaches 15 mile final, but not later than 10 mile final.

1.6.2.2.1. In the event that a vehicle stop lights is inoperative follow the procedures outlined in 36 WGI 13-213, *Airfield Driving*.

1.7. Airfield Lighting Systems.

1.7.1. All runways have High Intensity Runway Lights and Precision Approach Path Indicators installed. Approach light configurations are as follows:

1.7.1.1. Runway 06R: Approach Lighting System, Flashing (ALSF)-1 standard with the following exception: one sequence flasher at the 1,000 foot roll bar has been removed (roll bar on paved taxiway shoulder).

1.7.1.2. Runway 06L: Simple Approach Lighting System (SALS).

1.7.1.2.1. Waivered to support Category (CAT) 1 Ops

1.7.1.3. Runway 24L: Modified SALS system, shortened due to terrain. There is 1,300 feet of approach lighting (no sequenced flashers) terminating at the threshold lights.

1.7.1.3.1. Waivered to support CAT 1 Ops

1.7.1.4. Runway 24R: ALSF-1.

1.7.2. No-Light Minima. Changes to Approach Lighting System will be published by NOTAM by AMOPS. Refer to current Department of Defense (DoD) Flight Information Publications (FLIP) for Pacific, Australia, and Antarctica, Volume 1 for effects on minima.

1.8. Closed and Unusable Portions of the Airfield. Spots C-70, N-2, N-7, S-1, S-2, S-3, S-5, S-7, S-9, S-11, S-13, S-15, S-17, S-19, S-21, S-23, and S-24 are not considered usable by aircraft and are depicted in Attachment 2.

1.9. Arresting Systems. All runways are equipped with a Barrier Arresting Kit (BAK)-12. BAK-12 locations are as follows and are depicted in Attachment 2.

Table 1.3. BAK-12 Locations from Displaced Thresholds

RUNWAY	DISTANCE
06R	1,610’
24L	1,794’
06L	1,610’
24R	1,610’

1.9.1. Standard BAK-12 Configuration. The approach and departure end cables will be raised on Runway 06L/24R and the 06R/24L will be down.

1.9.1.1. If fighter aircraft are scheduled to operate out of AAFB, the Runway 06R departure end cable will be configured in the raised position.

1.9.1.2. The RQ-4 cannot taxi, depart, or land over BAK-12 arresting gear. 69 RG/DET 1 (69th Reconnaissance Group, Detachment 1) will call AMOPS one hour prior to an RQ-4 departure or arrival to confirm the runway’s arresting systems are de-configured.

1.9.2. AMOPS, with concurrence of the ATCT Watch Supervisor, is responsible for directing changes in configuration of the BAK-12 arresting system and will ensure that the cables are set for operational requirements.

1.9.3. AMOPS will notify Barrier Maintenance when an arresting system reconfiguration change is required. The minimum response time for Barrier Maintenance is 30 minutes during normal duty hours, and 45 minutes during non-duty hours.

1.9.4. Daily Inspection/Coordination Procedures. AMOPS will perform a check of all BAK-12 systems during airfield inspections to ensure cables are at the proper height with adequate tension and the tied downs are not broken. All discrepancies will be immediately reported to the ATCT and Barrier Maintenance.

1.9.5. Barrier Maintenance is responsible for advising AMOPS and the ATCT of any change in barrier status. The terms "operational" and "not operational," and whether the cable is "raised" or "lowered, laid to the side" will be used when reporting status.

1.9.6. When a pilot elects to make an emergency engagement, they will advise Andersen ATCT of the arresting system to be used.

1.9.6.1. Upon notification from AMOPS of an impending engagement, the Barrier Maintenance crew will respond immediately to the appropriate system to facilitate prompt removal of the aircraft from the BAK-12 and timely restoration of the system.

1.9.6.2. A 90-minute interval shall be applied to subsequent aircraft for planned successive engagements, in order to complete the Technical Order (T.O.) checklist.

1.9.6.3. If an emergency should arise requiring an unplanned successive engagement, 15 minutes minimum is required to reset the barrier.

1.9.7. Post Barrier Engagement Procedures. To ensure rapid reopening of the runway after an arresting system engagement, follow these procedures:

1.9.7.1. To preclude damage to personnel and equipment, all aircrew actions (up to the point of being cleared to taxi) will be as directed by the ground On Scene Commander (OSC) via hand signals as shown in AFI 11-218, *Aircraft Operation and Movement on the Ground*, or via Ultra High Frequency (UHF) radio.

1.9.7.2. If a cable disengagement cannot be accomplished or the aircraft is unable to taxi clear of the runway safely, the aircraft will be shut down when directed by the OSC and be removed from the cable by tow procedures. "Sling-Shot" procedures are not authorized.

1.9.7.3. If feasible, aircrew will stay in the cockpit during the towing operation to ride the brakes for expeditious runway reopening.

1.9.7.4. The pilot will provide estimated aircraft gross weight and speed at time of cable engagement to the SOF or the Fire Department (36 Civil Engineering Squadron/CEF; Fire Chief at AAFB) prior to leaving the scene.

1.9.7.5. AMOPS will conduct a runway check and report the status prior to resuming normal operations.

1.10. Parking Locations. The Airfield Manager (AFM) will re-designate parking spots when contingency or real-world priorities require the use of assigned parking spots.

1.10.1. South Ramp 3 is designated as the primary distinguished visitor parking spot.

1.10.1.1. The centerline onto South Ramp 3 is designed for aircraft with wingspan of 130 feet or less.

1.10.2. South Ramps 6 and 7 are designated to 734th Air Mobility Squadron (AMS).

1.10.3. Parking Spots C-29 through C-58 are designated to the Expeditionary Bomb Squadron.

1.10.4. Parking Spots C-55 through C-64 are designated to the Expeditionary Air Refueling Squadron.

1.10.4.1. Parking Spots H-1 through H-10 on North Ramp 1 are designated to Helicopter Sea Combat Squadron Two Five (HSC-25).

1.11. Aircraft Ground Equipment Parking. The primary Aerospace Ground Equipment (AGE) parking location is the parking lot behind building 19028. The following hardstands are designated AGE sub-pool areas to meet mission requirements:

1.11.1. South Ramps: S-3, S-5, S-7, S-9, S-11, S-13, S-15, S-17, S-19, S-21, S-23, S-70, and S-74

1.11.2. Center Ramp: C-2, C-27, C-39, C-42, C-43, and C-51

1.11.3. North Ramp: N-13, N-23, and N-29

1.12. Local Frequencies/Channelization. Local frequencies and channelization are outlined in Tables 1.4 and 1.5.

1.12.1. All aircraft under the operational control of the 36 Wing should use standardized UHF preset channels as defined in Table 1.5. and depicted in the 36 Wing In-Flight Guide (IFG).

1.12.2. UHF equipped aircraft will use UHF frequencies to the maximum extent possible.

Table 1.4. Andersen Control Tower Frequencies/Channels.

	VHF	UHF	CHANNEL
DATIS	118.175	254.325	1
Ground	121.7	275.8	2
Tower	126.2	233.7	3

Table 1.5. Local Frequencies/Channels

	VHF	UHF	CHANNEL	OTHER
Guam ARTCC (Primary)	118.7	269.0	4	
Guam ARTCC (Alternate)	119.8	263.0	5	
Guam App/Dep	120.5	279.5	6	
Supervisor of Flying (SOF)	121.4	377.8	8	
Pilot-To-Dispatch	139.30	372.2	9	
Emergency	-	363.025	10	
36 WG CP (Primary)	-	311.0		
36 WG CP (Alternate)	-	321.0		
AMC CP	128.0	349.4		
PMSV METRO	-	344.6		
ARTCC	-	239.3		
Andersen TACAN (UAM)	-	-		CH 54
MUSTANG	-	394.5		
Bomber Ops	-	252.1		
Tanker Ops	-	328.025		
Fighter Ops	-	376.125		
ATCAA 1 Common		355.2		
ATCAA 2 Common		364.2		
ATCAA 3/FDM Primary Common		309.2		
ATCAA 3/FDM Secondary Common		238.825		
ATCAA 5		233.525		
Agana International Tower	118.1	340.2		
Agana International Ground	121.9	336.4		
Agana International ATIS	119.0	-		

1.13. Air Traffic Control and Landing Systems (ATCALS). AAFB is equipped with an ILS on all four runways and a (Tactical Air Navigation) TACAN. ATCALS operations will be accomplished IAW the ATCALS Operations Letter.

1.13.1. There are five ground TACAN checkpoints on the airfield. See Attachment 4 for locations.

1.13.2. ATCALS Preventative Maintenance Inspections are accomplished Monday thru Friday 0200L-0900L.

Table 1.6. ATCALS Preventive Maintenance Schedule

Monday	Tuesday	Wednesday	Thursday	Friday
TACAN	RWY 06L ILS	RWY 06R ILS	RWY 24L ILS	RWY 24R ILS

1.13.2.1. Unscheduled maintenance will be conducted IAW the ATCALS Operations Letter.

1.13.3. Power Procedures. The primary power source for power is the commercial power grid. All systems are supported with a generator, located at the TACAN facility, in case an auxiliary power source is required.

1.13.3.1. Should auxiliary power sources fail to respond during a power outage, Base Civil Engineering will respond and restore power IAW 36 Communication Squadron (CS) Network OPLAN.

1.14. Transient Alert (TA) Services. AAFB TA operates continuously 24 hours a day. See Department of Defense FLIP (Enroute) Supplement Pacific, Australasia, and Antarctica for TA services available to support transient aircraft.

1.15. Digital Automatic Terminal Information Service (DATIS). The DATIS will be operated IAW FAAO 7110.65, *Air Traffic Control* and will be in the Meteorological Aviation Report (METAR) format. The DATIS will be updated at least hourly when the airfield is open. Weather information, field conditions, barrier information, and approach information are broadcasted on DATIS frequencies. All pilots shall attempt to receive DATIS information before initial contact with ATCT.

1.16. Aircraft Special Operations Areas/Ramps.

1.16.1. Arm/De-Arm Areas. The primary arm/de-arm areas are located on Taxiway F, south of Runway 06R and on South Ramp 7 (Attachment 2). The only area with painted lines designating aircraft orientation and spacing is Taxiway F. Aircrew/Marshallers are responsible for ensuring wingtip clearance at all times, especially if multiple airframe types are using arming areas, or painted taxi/aircraft orientation lines are not being used.

1.16.1.1. Taxiway F Arm/De-arm. Six available arming slots are painted on Taxiway F. The painted lines on Taxiway F provide adequate wingtip clearance for aircraft with wingspans of 46’ or less.

1.16.1.1.1. Aircraft will fill arm/de-arm slots in sequence starting with the first available spot furthest from the runway, oriented toward the overrun (Heading 300°). Aircraft waiting to be armed will not block Taxiway B. Prior to the mission, Mission Commanders will coordinate with AMOPS for overflow parking on South Ramp 7 if required.

1.16.1.1.2. Aircraft will exit arming via a right turn to the runway and exit de-arming via a left turn to Taxiway B.

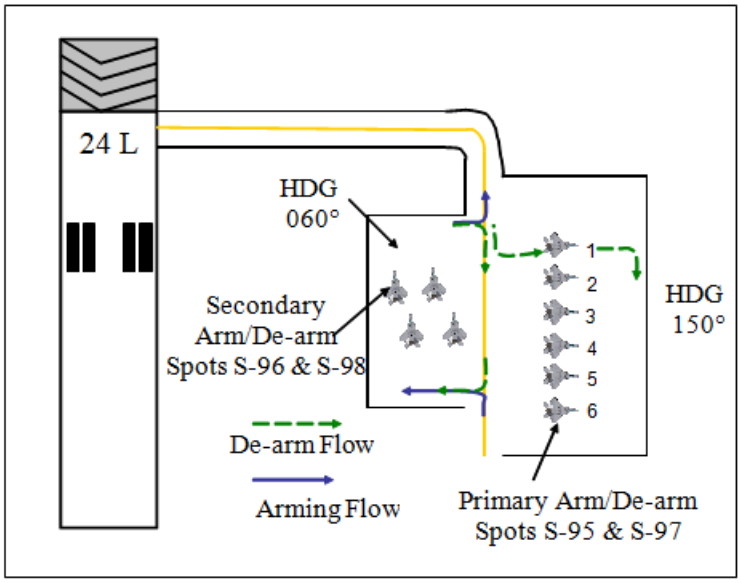
1.16.1.2. South Ramp 7 Arm/De-arm. Spots S-95 and S-97 are the primary arm/de-arm locations, and spots S-96 and S-98 are the secondary locations (Figure 1.1.).

1.16.1.2.1. This arm/de-arm area may not be available if transient aircraft are required to utilize the area for parking. Contact 734 AMS/Maintenance Operations Center (MOC) for approval prior to use.

1.16.1.2.2. Aircraft will fill the primary South Ramp 7 arm/de-arm location in sequence, starting with the first available furthest to the northeast (S-97). Aircraft will orient perpendicular to the runway, pointing away from the runway environment (Heading 150°) and exit via a right turn.

1.16.1.2.3. Aircraft will fill the secondary South Ramp 7 arm/de-arm location in slots stacked 2 + 2 in an offset container. Aircraft will orient parallel to the runway (Heading 060°).

Figure 1.1. South Ramp 7 Arming and De-Arming Locations



NOTES:

1) Taxi lines are not painted. Crews must ensure wingtip clearance is maintained.

2) Do not taxi in front of aircraft carrying live forward firing ordnance when pins are being removed or installed.

3) If using the second arm/de-arm pad and loaded with forward firing ordnance the second element will wait for lead element to taxi clear then taxi forward prior to arming/de-arming.

1.16.2. Drag Chute Jettison Area. Taxiways F and K are designated as drag chute jettison areas. If another area must be used, the aircrew will inform the ATCT of that location. While turning off the runway, pilots will use sufficient power to prevent the chutes from contacting the runway or taxiway lights. Aircraft will not drop chutes on the active runway except for an emergency or when the winds exceed 15 knots. Pilots will immediately notify the ATCT after jettisoning a chute on or near the runway. The ATCT will suspend operations to the affected runway and notify AMOPS who will verify drag chute recovery and that the runway is free of debris prior to resuming runway operations.

1.16.2.1. 36 Expeditionary Aircraft Maintenance Squadron (EAMXS) or TA are responsible for notifying the ATCT after drag chute retrieval.

1.16.2.2. When an aircraft notifies the ATCT that a drag chute will be employed upon landing and no chute is observed on landing roll, the ATCT controllers shall transmit *"(CALL SIGN) APPEARS NO CHUTE*" on the Tower or emergency frequency.

1.16.3. Hot Pit Refueling Areas. Hot pit refueling operations are permitted on the parking areas listed below in Table 1.7. and depicted in Attachment 3.

Table 1.7. Authorized Hot Pit Refueling Locations

Ramps	Individual Parking Spots
North	H-1 through H-10 N-3 through N-6 Even Spots N-8 through N-42
Center	C-12, 16, 20, 24, 54, 55, 58, 62, 66
South	S-25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45 S-4, 6, 8, 10, 12, 14, 18, 20, 22 S-64, 66, 68 S-79, 81, 83, 85, 87, 89

1.16.3.1. A standby crash truck is required for all hot refueling operations since areas do not contain installed fire suppression systems. Units should coordinate coverage with the Fire Department no later than one week prior and notify the Fire Department 15 minutes prior to performing hot pit refueling operations.

1.16.4. Open Fuel Cell Maintenance. The primary parking spots for open fuel cell maintenance are C-4, C-40 and C-55. AMOPS must be notified prior to conducting open fuel cell maintenance at these locations and notified once again upon completion. AMOPS will issue a NOTAM restricting aircraft movement in front of fuel cell maintenance operations.

1.16.4.1. Additional locations require AMOPS, 36 Wing Safety (WG/SE), Civil Engineering Squadron (CES) Environmental, Fire Department, and Bioenvironmental Engineering approval.

1.16.5. Heavy Jacking. Hangars 1-5 and parking spots S-6, S-12, S-20, S-41, S-43, S-83, S-89, and S-95 are approved for heavy aircraft jacking.

1.17. Engine Test/Run-Up and Towing Procedures.

1.17.1. Aircraft engine runs and towing operations must first be coordinated through AMOPS via the "Ramp Net" or telephone. AMOPS in-turn notifies the ATCT of all planned engine runs and towing operations. In order to expedite the tow of emergency aircraft from the runway or taxiway after landing, prior coordination with AMOPS is not required.

1.17.1.1. If ATCT controllers observe any engine run or aircraft tow that has not been coordinated, they will first call AMOPS to determine if the operation was coordinated. If the operation has not been coordinated, the ATCT will activate the primary crash alarm system or notify agencies via landline to initiate a 36 Security Forces Squadron (SFS) response.

1.17.2. Ground personnel will contact the ATCT to request approval for initiation of all aircraft engine runs and/or towing operations via the "Airfield Net" or ground control UHF/Very High Frequency (VHF) frequencies.

1.17.3. During engine runs and towing operations, maintenance personnel will remain in contact with the ATCT by monitoring the "Airfield Net" on frequencies 121.7 / 275.8

1.17.3.1. All operations will comply with air traffic control (ATC) instruction and come secondary to aircraft operations.

1.17.4. Towing operations to include the use of wing walkers, marshallers, and aircraft lights will be conducted IAW AFI 11-218, *Aircraft Operations and Movement on the Ground*. Wing walkers will be used for aircraft tows not conducted along taxiway centerlines.

1.17.5. Engine Run Operating Areas

1.17.5.1. Maintenance engine runs, up to 80% power can be conducted on all airfield parking spots except for heavy aircraft. Heavy aircraft are limited to idle/reverse idle engine runs unless specified in the Table 8.1. below.

Table 1.8. Full Power Engine Run Locations

AIRCRAFT	PARKING SPOTS
B-52, B-1, B-2	With AMOPS approval; Center Ramp hardstands and hardstands on the south side of Taxiway Delta may be used.
C-5/C-17/KC-10	South Ramp 6/South Ramp 7. With AMOPS approval; North Ramp 2, South Ramp 2 (two spots directly behind aircraft must be empty)
KC-135, C-130 and smaller	South Ramp 1, (line up with blast deflectors, no aircraft parked directly behind) South Ramp 2 (two spots directly behind aircraft must be empty) and South Ramps 6 & 7 with 734th AMS approval.
Fighter	N-1/S-45 (line up with blast deflectors, no aircraft parked directly behind blast deflector). With AMOPS approval; South Ramps 2, 6, and 7. **NOTE:** Afterburner runs are not authorized between 2100L-0600L unless approved by 36 Operations Group Commander (OG/CC).
RQ-4	S-45 or S-79 (with 734th AMS approval).

1.17.5.2. Aircraft full power engine runs on spots not listed above must be evaluated by AMOPS and 36 WG/SE prior to approval.

1.18. Aircraft Taxiing Procedures.

1.18.1. Aircrews requesting engine start/taxi shall contact the ATCT for approval.

1.18.2. Wingtip Clearance Markings are marked at 143 feet from taxiway centerlines to correspond with AAFB's largest wingspan aircraft assigned the B-52.

1.18.3. Taxiway Restrictions

1.18.3.1. Taxiway and Apron weight bearing restrictions are published in Area Planning or can be obtained from AMOPS.

1.18.3.1.1. The 36 OG/CC will approve or delegate to the Airfield Manager weight bearing capacity waivers. The AFM will obtain a recommendation from the 36 CES Pavements Engineer prior to requesting approval from the 36 OG/CC.

1.18.3.2. AAFB has a Pacific Air Forces (PACAF) approved waiver to utilize AFI 11-218, *Aircraft Operations and Ground Movement on the Ground*, wingtip clearance standards for aircraft with wingspans larger than 110 feet.

1.18.3.3. Aircraft with wingspans greater than 261 feet cannot operate at AAFB. Aircraft with wingspans up to and including 261 feet may operate using the following guidance:

1.18.3.3.1. Aircraft with wingspans up to and including 236 feet do not require marshallers or wing walkers when taxiing or being towed on taxiways.

1.18.3.3.2. Aircraft with wingspans of 237 to 261 feet require marshallers and wingtip walkers when taxiing or being towed and are restricted to the taxiways and parking aprons depicted on Attachment 14. Aircraft with wing spans greater than 261 feet require prior coordination with the Airfield Management section and Airfield Operations Flight Commander approval.

1.18.3.3.3. All aircraft and equipment must remain behind wing-tip clearance lines to ensure proper lateral clearance is available for taxing aircraft with wingspans up to and including 261 feet.

1.18.4. Heavy Aircraft Taxi Procedures. To reduce Foreign Object Damage (FOD) potential on taxiways after landing, large or heavy aircraft with more than three engines must taxi with outboard engines at idle or off, unless operational necessity dictates otherwise. Consider all airfield construction areas as high risk for FOD and use caution to minimize blowing FOD around airfield.

1.18.4.1. During mass launches and recoveries, heavy aircraft will takeoff as early as possible and land as late as practical in the launch and recovery windows to minimize potential FOD hazards and delays for other aircraft.

1.18.4.2. Multi-engine jet aircraft will maintain at least 500 foot separation from other aircraft when taxiing. This procedure does not apply to formation operations.

1.18.4.3. Vehicle or pedestrian will follow procedures IAW 36 WGI 13-213, *Airfield Driving* for jet thrust avoidance.

1.18.5. In those areas designated as blind areas for the ATCT (Attachment 2) and when TA does not provide "Follow Me" assistance, the ATCT will instruct taxiing aircraft to *"USE CAUTION, PORTIONS OF THE TAXIWAY ARE NOT VISIBLE FROM THE TOWER."*

1.19. Airfield Maintenance.

1.19.1. Airfield Maintenance Team:

1.19.1.1. AMOPS shall:

1.19.1.1.1. Submit emergency, urgent and routine work orders as necessary.

1.19.1.1.2. Establish routine airfield maintenance needs and a quarterly "Top 4" priority listing.

1.19.1.1.2.1. Routine airfield maintenance needs will be briefed at the bi-weekly dedicated airfield maintenance team meeting.

1.19.1.1.2.2. The quarterly "Top 4" airfield maintenance priorities will be briefed at the Airfield Operations Board (AOB) along with the status of the prior quarter's "Top 4" listing.

1.19.1.2. 36 CES shall:

1.19.1.2.1. Ensure an airfield maintenance team to include an on-call repair team is available based on work requirements.

1.19.1.2.2. An emergency repair assumes fix action in two hours or less. Emergency repairs for runway pavements, primary taxiways, or critical parking locations require 1-hour response.

1.19.1.2.2.1. If an emergency repair is larger in scope, the AFM will be contacted to assist in developing a plan of action. In these instances, 36 Operations Support Squadron (OSS) and CES leadership will be engaged to approve the plan of action.

1.19.1.2.3. Ensure urgent and routine work orders are scheduled and tracked until completed. This maintenance shall include, but is not limited to, spall repairs, joint sealant repairs, asphalt patches, weed control, grounding point upkeep, pest control, erosion control, etc.

1.19.1.2.4. Coordinate with the AFM the first of each week to update the repair schedule.

1.19.2. Sweeper Operations:

1.19.2.1. The sweeper and operators will be under the operational control of AMOPS while assigned to airfield sweeping duties.

1.19.2.2. Sweepers will not be used to collect contaminated absorbent material or other materials associated with a fuel, oil, or hazardous material spill. However, the sweeper can be used for final cleaning prior to aircraft operations after hazardous material cleanup is complete.

1.19.2.3. AMOPS will:

1.19.2.3.1. Monitor and evaluate all airfield sweeping activities.

1.19.2.3.2. Notify the sweeper of any special requests. Ensure an airfield check is conducted after all special requests are completed and that it is documented on the Daily Events Log.

1.19.2.3.3. Brief sweeper supervisors of any airfield operations that will affect sweeper activities after duty hours, weekends, and holidays.

1.19.2.3.4. Contact 36 CES daily to confirm the number of available sweepers and log information in the Daily Events Log.

1.19.2.4. 36 CES will:

1.19.2.4.1. Provide at least two sweepers to be dedicated to the airfield 24 hours a day, 7 days a week. At least one sweeper will be physically on the airfield from 0700-1630 Monday–Friday. During the lunch hour, a sweeper will be on standby, unless mission needs dictate otherwise.

1.19.2.4.2. Provide standby sweeper, during inclement weather, after duty hours, weekends and holidays with a 30-minute response time when requested by AMOPS.

1.19.2.4.3. Ensure all sweeper operators obtain an AF Form 483, *Airfield Driving Certificate of Competency*, with "CMA Access" qualifications and line badges that permit access to all airfield restricted areas.

1.19.2.4.4. Notify AMOPS anytime there are less than two sweepers available and give an estimated in service time as to when the sweeper will be available.

1.19.2.4.5. Ensure that sweeper operators understand their duties and keep a copy of the Airfield Sweeper Responsibilities Checklist attachment in each sweeper.

1.19.2.5. Sweeper Operators will:

1.19.2.5.1. Report to AMOPS at the start of each shift to receive any special requests.

1.19.2.5.2. Contact AMOPS when leaving and returning to the airfield and if unable to respond to a sweeper request within five minutes.

1.19.2.5.3. Notify AMOPS when any special request for sweeping other than the normal schedule has been completed.

1.19.2.5.4. Complete the Airfield Sweeper Responsibilities as follows:

1.19.2.5.4.1. Daily. Both runways & overruns, Taxiway B and Taxiways E, F, H, J, and K, and all entry control points to the airfield.

1.19.2.5.4.2. Monday. Taxiway C and all adjacent parking spots.

1.19.2.5.4.3. Tuesday. West and East Perimeter roads and all access roads behind and adjacent to hangars.

1.19.2.5.4.4. Wednesday. All South ramps to include parking spots and access road between South Ramps 1 and 2, and Taxiway A.

1.19.2.5.4.5. Thursday. Taxiway D & Delta Loop, adjacent parking spots, and North Ramps 1, 2, and 3.

1.19.2.5.4.6. Friday. Hangar entrances and Taxiway G and Golf Access Road.

1.19.2.5.4.7. Any changes to this schedule must be agreed upon by the AFM, 36 CES/Operations Superintendent and Horizontal Repair.

1.19.3. Grass Cutting Operations.

1.19.3.1. All grass on the airfield shall be maintained between 7 and 14 inches.

1.19.3.2. 36 CES will provide dedicated airfield grass cutters Monday through Saturday. Grass cutters will report to AMOPS to coordinate operations and receive additional requests.

1.19.3.3. AMOPS will provide grass cutters with additional areas requiring mowing, as required and notify the ATCT of planned grass cutter activity.

1.20. Runway Visual Range (RVR) and Runway Surface Condition (RSC). RVR equipment is installed on both runways at AAFB. AMOPS does not have equipment to measure RSC. Runway condition will be annotated either dry or wet.

1.21. Procedures for Conducting Airfield Inspections and Checks.

1.21.1. Airfield Inspections and Checks. AMOPS will conduct airfield inspections and checks IAW OSA OI 13-204V3, *Airfield Operations Flight Procedures and Programs*. A minimum of one airfield inspection per day will be accomplished by the AFM or trained representative. Inspections will be performed on runways, overruns, taxiways, parking, and

service areas in search of discrepancies in clearance criteria, lighting, marking, signs, FOD or any other potential hazard to aircraft operations. The inspection will be documented and discrepancies reported to appropriate agencies for correction.

1.21.1.1. Airfield checks will be accomplished IAW AFI 13-204V3. Additional checks to be accomplished (at a minimum): RSC, BAK-12 activation/deactivations, Ground/In-Flight Emergency, FOD, and BASH.

1.21.2. Quarterly Joint Airfield Inspections and Annual Certification and Safety Inspection.

1.21.2.1. A quarterly joint airfield inspection comprised of representatives from Airfield Management (AFM/Deputy AFM), Airfield Operations Flight Commander (AOF/CC), WG/SE (flight and ground), SOF, CES (waivers/pavements), and SFS will be conducted. The AFM will also invite representatives from CES Operations Flight, Barrier Maintenance, Airfield Lighting, 36 WG FOD Manager, and Airfield Systems..

1.21.2.1.1. The AFM will publish an inspection report containing noted discrepancies to the above agencies. This report will also cite open items from previous inspections.

1.21.2.2. The Annual Airfield Certification and Safety Inspection is conducted IAW AFI 13-204 V2, *Airfield Operations Standardization and Evaluation*. The inspection results will be staffed to the 36 WG/CC for signature by the AOF/CC and the final report will be forwarded to PACAF/A3TO.

1.21.3. Airfield Lighting Inspections.

1.21.3.1. AMOPS will use the Airfield Lighting Inspection Checklist and conduct daily checks of the airfield lighting system. Detected outages will be documented and passed to Airfield Lighting with a restoration priority for multiple outages.

1.21.3.1.1. After normal duty hours, the AMOPS Shift Supervisor will determine the severity of the outage and report any problems to the AFM, implement corrective actions, or establish work orders, as necessary.

1.21.3.2. 36 CES Airfield Lighting will:

1.21.3.2.1. Report to AMOPS daily, Monday through Friday, excluding holidays, to review documented outages.

1.21.3.2.2. Report to AMOPS within 30 minutes of notification of mission critical lighting outages (such as runway, main taxiways, etc.).

1.21.3.2.3. Provide the status of all reported outages from identification to repair, including information regarding part and equipment shortages.

1.21.3.2.4. Report any problems with documentation to the AFM.

1.21.3.2.5. Report broken or missing airfield lighting parts (i.e. missing bolts) to the 36 WG FOD Program Manager.

1.22. Procedures for Suspending, Closing and Resuming Runway Operations.

1.22.1. AMOPS shall temporarily suspend or close runway operations when an unsafe condition affects runway operations. Only AMOPS can open or close a runway.

1.22.2. The ATCT will suspend runway operations whenever the Tower Watch Supervisor considers the runway unsafe for operations.

1.22.2.1. AMOPS has the authority to resume runway operations.

1.22.3. Runway operations will automatically be suspended for the following:

1.22.3.1. The ATCT authorizes the Fire Department to proceed on the runway in response to an aircraft emergency.

1.22.3.2. An aircraft is disabled on the runway.

1.22.3.3. An "In Flight Emergency (IFE)" aircraft has landed.

1.22.3.4. ATCT or AMOPS receives notification of observed or possible FOD on the runway.

1.22.3.4.1. The SOF has been given the authority by the 36 OG/CC to waive a FOD check only in the interest of flight safety. A FOD check shall be accomplished by AMOPS immediately following the recovery of affected airborne aircraft. The ATCT will notify AMOPS whenever the SOF waives a FOD check.

1.22.3.5. An aircraft lands with hung ordnance.

1.22.3.6. Cable engagement or anytime Barrier Maintenance performs system maintenance or configuration changes on an arresting system that involves rigging or de-rigging of cables.

1.22.3.7. Banner Tow Operations. Runway will be suspended 30 minutes prior to the banner tow aircraft's scheduled departure time (enable banner lay out/aircraft attachment) and immediately after departure of the banner tow aircraft for a FOD check.

1.22.4. Requested runway closures of an extended period of time or in situations where runway operations cannot be quickly resumed will be coordinated through all base flying units and approved by the 36 OG/CC.

1.22.5. The AFM or the designated representative will complete an airfield check to determine the official runway status prior opening the runway and resuming normal operations.

1.23. Noise Abatement Procedures.

1.23.1. To minimize the impact of aircraft noise on the local community noise abatement procedures will be employed between 2100L-0600L unless mission or flight safety dictates otherwise.

1.23.1.1. All arriving and departing aircraft shall avoid over-flight of the base south of Runway 06R/24L and local populated areas.

1.23.1.2. Runway 24L/R will be utilized as the primary landing runway for fighter aircraft if winds and ATC operations permit. If Runway 24L/R is not available a circling approach or downwind entry to Runway 06L is recommended. A Runway 06R landing should be utilized as a last resort.

1.23.1.3. Multiple approaches, low approaches and touch-and-go-landings are permitted on Runway 06L/24R with Closed/Rectangular Pattern and Breakouts flown to the north side of the runway.

1.23.2. Afterburner use will be minimized as soon as practical on departure and not used in the overhead pattern unless required for safety of flight.

1.23.3. All other imposed restrictions will be disseminated via NOTAM.

1.24. Restricted Areas on the Airfield.

1.24.1. Controlled Areas.

1.24.1.1. The entire airfield has been designated as a controlled area by the 36 WG/CC. Entry to the airfield is only authorized for personnel conducting official business. All personnel working, visiting or transiting the airfield must possess identifying credentials on demand.

1.24.1.2. Custodians of non-priority aircraft parking and maintenance areas and commanders of units whose personnel perform duties within the airfield controlled area (regardless of whether or not their units exercise administrative or functional control over the airfield controlled area), will ensure control of all personnel assigned and challenge the following:

1.24.1.2.1. Anyone whose presence or activity appears suspicious.

1.24.1.2.2. Anyone they do not recognize as having a need to be in the area.

1.24.1.2.3. Anyone committing an illegal act.

1.24.1.3. When challenging personnel, attempt to verify their identity by having them produce a valid identification card. Additionally, you must verify the suspected person(s) need to be in the airfield controlled area.

1.24.1.4. In all cases where the activity appears suspicious or you are unable to verify identity and need to be in the area, contact the Andersen Security Forces Emergency Control Center (ECC) at 366-2910/2911.

1.24.1.5. Copies of listings of contractors performing duty on the airfield will be provided to the ECC and AMOPS in the form of an Entry Authorization List (EAL) for verification purposes.

1.24.2. Restricted Areas.

1.24.2.1. Everyone in the Restricted Area must be knowledgeable of entry requirements, challenging procedures, and capable of identifying unauthorized intruders. Anyone who notices a suspicious person must challenge and detain that person or alert others in the immediate area and immediately notify Security Forces.

1.24.2.2. Personnel in a Restricted Area observing a security violation will report the incident to the ECC or the Security Incident Hot-line at 366-7777.

1.24.2.3. Crossing the Restricted Area boundary (painted red line, red rope or other SFS approved boundary marking method) at locations other than designated Entry Control Points (ECPs) without prior coordination is unauthorized and constitutes SFS response.

Entry points are either depicted by white signs with large white letters that show “ECP”, or white letters painted on the ramp with a black background. See Figure 1.2.

Figure 1.2. Entry Control Point

1.24.2.4. Escort and control procedures are contained in AAFB Integrated Defense Plan 31-101.

1.24.3. Free Zone.

1.24.3.1. Free zones (zones containing no protection level resources) are areas established within restricted areas when construction projects and similar activities make it impractical to apply normal circulation controls.

1.24.3.2. Requests for the establishment of a “Free Zone” will be submitted IAW AAFB Integrated Defense Plan 31-101.

1.24.4. Aircraft Anti-Hijacking.

1.24.4.1. All airfield personnel will be alert to unauthorized movement or attempted hijack of aircraft. Strange behavior of persons in aircraft parking areas will be reported immediately to supervisory personnel or SFS. Suspicious persons will be held under close security pending arrival of proper authority.

1.24.4.2. Detailed anti-hijacking instructions are contained in AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, and AAFB Integrated Defense Plan 31-101.

Chapter 2

FLYING AREAS

2.1. Local Flying Area. The local flying area is defined as the Air Traffic Control Assigned Airspace (ATCAA) and ranges within 300 nautical miles of AAFB (see Attachment 5).

2.1.1. Aircrew operating from AAFB must receive a local area briefing from the 36 Wing prior to flying. The 36 OG/OGV is the point of contact for the 36 WG IFG.

2.2. Designated Training Areas and Scheduling. There are five ATCAA areas, four published aerial refueling tracks (AR-800, AR-801, AR-802, AR-803), and one Instrument Flight Rules (IFR) military training route (IR-983) established for local flight training. All information on air refueling tracks and IFR military training routes are published in FLIP AP/3. See Attachment 15 or the 36 WG IFG for air refueling track depictions. The primary bombing range used at Andersen is R-7201 (Farallon De Medinilla (FDM)), which is located in the southern portion of ATCAA 3A.

2.2.1. Range procedures are outlined in COMNAVMAR INSTRUCTION 3500.4A, *Marianas Training Manual*. All aircrew operating out of AAFB shall contact 36 WG Scheduling to schedule training airspace, range activity and aerial refueling tracks. Requests must be submitted at least 15 days prior to scheduled training. New units must receive a range briefing prior to conducting initial operations at FDM.

2.2.2. The Expeditionary Bomb Squadron (EBS) will host weekly airspace deconfliction meetings. All flying units must have a representative attend this meeting while assigned at AAFB and utilizing airspace for training. All aircrew operating out of AAFB will follow guidance in AFI 13-212, *Range Planning and Operations*, and AFI 11-214, *Air Operations Rules and Procedures*.

2.2.2.1. Bomber Scheduling will consolidate training requests and submit them to Joint Region Marianas (JRM), Marianas Islands Range Complex (MIRC) Operations for final deconfliction and approval.

2.3. ATCAA Entry/Exit Procedures. While in the ATCAA training areas, all aircraft will operate within the provisions of Military Assumes Responsibility for Separation of Aircraft (MARSA) IAW the 36 WG host unit brief. Guam ARTCC will not provide IFR service to mission aircraft operating under the provisions of MARSA in ATCCA's. ATC separation is provided until entering aircraft have crossed the boundary of Special Use Airspace (SUA) at ATC assigned routings and altitudes.

2.3.1. Guam ARTCC will: clear aircraft into assigned airspace, pass altimeter setting with assigned working altitudes (expect surface to FL 300), clear flight over to "Tactical Frequency" and pickup flight on range exit frequency. Aircrew can request altitudes other than those passed from Guam ARTCC prior to entry. When entering and exiting the assigned ATCAA set altimeter IAW the Flight Information Handbook.

2.3.2. Once cleared "Change to Tactical Frequency" by Guam ARTCC, flight leads will direct a switch to the common area frequency and make a call prior to range entry with number in flight, and expected working time.

2.3.3. Flight leads will monitor appropriate area common frequency (Table 1.5) for the duration of time in their working airspace to the maximum extent.

2.3.4. Aircraft may not depart ATC assigned altitude until within the confines of scheduled airspace.

2.3.5. To avoid spillouts from assigned airspace when operating at or above 18,000 feet MSL use the appropriated flight level adjustment factor based on altimeter setting IAW FAAO 7110.65, *Air Traffic Control,* Section 4-5-5.

2.3.6. ATCCA Exit. When exiting the ATCAAs, flights will contact Guam ARTCC 10 to 15 NM prior to exiting the airspace. When ready to return to base, aircrews will return to original call sign and squawk used prior to ATCAA entry. Aircrew should report current DATIS code on initial check-in for range exit with Guam ARTCC. Although ATC may assign headings and altitudes to assist pilots exiting the ATCAA, separation responsibility rests with the pilot until the aircraft has exited the airspace boundary. Flights departing in standard formation will ensure they are joined up prior to exiting assigned airspace and wingmen are squawking standby. Flights that wish to depart in nonstandard formation will advise Guam ARTCC of their request.

2.3.6.1. Split-ups and Join-ups. Flight split-ups and join-ups will be conducted under MARSA and completed prior to departing the ATCAAs. Be prepared to hold as required by Guam ARTCC to establish appropriate IFR spacing. Upon establishing contact with Guam ARTCC, flight leads will state the type of recovery desired. All aircraft within the flight will use the same recovery procedure.

2.3.7. Early Entry. Once airborne and talking to Guam ARTCC, aircraft desiring early ATCAA entry may coordinate with Guam ARTCC and any aircraft currently in the ATCAA to work a MARSA agreement. After coordinating a MARSA agreement, the aircraft in the ATCAA will transmit the coordination agreement (i.e. "*CALLSIGN ACCEPTS MARSA WITH CALLSIGN FLIGHT"*) to Guam ARTCC. Guam ARTCC will clear the additional aircraft into the area or hold them outside as required.

2.3.8. Range Extensions. Flights requiring a range extension should contact the entering flight on the common area frequency no later than five minutes prior to the end of their range time.

2.4. Avoidance Areas. Avoid overflight of the following areas (Attachment 6):

2.4.1. AAFB Explosive Ordnance Disposal (EOD) Range, along the beach at UAM R-295/1.5 Distance Measuring Equipment (DME). When active, avoid overflight within 2 NM radius below 1,600' MSL or as directed by ATC.

2.4.2. 36 Munitions Squadron (MUNS) Munitions Storage Area (MSA) 1, 1.5 NM east-southeast of North West Field (NWF); and MSA 2, just north of AAFB runway 06L/24R, between taxiways H and K. Avoid overflight below 1,600' MSL.

2.4.3. Naval Magazine, located 9.2 miles southwest of Guam International Airport (1 NM north of Fena Valley Reservoir). Avoid overflight below 1,400' MSL.

2.4.4. Guam Memorial Hospital, located 1 mile North West of Guam International Airport. Avoid overflight within 1 NM radius below 1,200' MSL.

2.4.5. US Naval Hospital, located 3.5 miles south of Guam International Airport. Avoid overflight within 1 NM radius below 1,200' MSL.

2.4.6. Guam Satellite Tracking Station. To avoid radio frequency (RF) radiation hazards and interference with satellite tracking operations, aircraft are to avoid the area within 1 NM of UNZ R-033/12.2 DME (main ramp area, NWF), below 2,500' MSL.

2.4.7. Cliff-line Restriction. Flight along Andersen's cliff line is restricted to 1,000' above ground level (AGL) or above due to environmental concerns. HSC-25 helicopters on an actual search and rescue mission are exempt from this requirement.

2.4.8. Andersen Combat Arms Training Maintenance (CATM) Site, located near Sirena Beach at UAM R-295/1.3 DME. Aircraft will avoid direct overflight below 1600' MSL when active.

2.4.9. Northwest Field Temporary Flight Restriction (TFR). All aircraft are restricted from entering the TFR unless specifically coordinated. Refer to FAA, Guam ARTCC, 94th Army Air and Missile Defense Command, Task Force Talon and 36th Wing LOA.

2.5. Terminal Radar Service Area (TRSA). A 15 NM TRSA is centered on AAFB (Attachment 16). Within 5 miles, it extends from the surface to 9,000' MSL. From 5 miles to 15 miles, it exists between 2,000' and 9,000' MSL. Radar control service is provided by Guam ARTCC. TRSA services are mandated by Guam ARTCC during large force exercises (LFE).

2.6. Class A Airspace. Oakland Oceanic Control Area/Flight Information Area is classified as Class A airspace above FL055 and Visual Meteorological Condition (VMC) flight is not authorized.

2.6.1. VMC is authorized in Oakland Oceanic Control Area/Flight Information Area when:

2.6.1.1. At or below FL055 (Class G).

2.6.1.2. In Class D and E airspace.

2.6.1.3. In the airspace surrounding the Pacific Islands between sunrise and sunset, and operating less than 100 NM of the shoreline of any landmass, and below Flight Level (FL) 200.

2.7. Class D Airspace. Andersen ATCT's Class D Airspace is divided into areas "A" and "B", as depicted in Attachment 7, Andersen ATCT retains control of Area "A" at and below 2,600 feet MSL. Guam ARTCC retains control of Area "B" at and below 2,600 feet MSL.

2.8. Aircraft Divert Locations. Prior to usage the list below should be checked against current FLIP guidance.

Table 2.1. Aircraft Divert Locations

AIRPORT	AVAILABLE NAVAIDS
Guam International (PGUM) *(Referred to as Won Pat)*	(Radar available) ILS, VORTAC DME, NDB
Saipan International (PGSN)	ILS, NDB
Rota International (PGRO)	NDB (No services)
Ninoy Aquino International, Manila, Philippines (RPLL)	ILS/DME, NDB, VOR/DME
Iwoto (RJAW) on Iwo Jima	TACAN, NDB

2.8.1. Upon notification from Guam ARTCC of an aircraft's intention to divert from AAFB to Guam International Airport, the ATCT shall gather the following information: aircraft call sign, type aircraft, Estimated Time of Arrival (ETA) at Guam International Airport (Won Pat), fuel remaining, personnel onboard, and reason for diversion.

2.8.1.1. After obtaining the necessary information, the ATCT will notify AMOPS and the ATCT Chief Controller (CCTLR).

2.8.1.2. AMOPS shall in turn notify the AOF/CC and 36th Wing Command Post (WG/CP) for further dissemination.

2.9. Northwest Field. NWF is an abandoned airfield located approximately 6 NM northwest of AAFB. The 36 Contingency Response Group (CRG) is the scheduling agency for all NWF activities, contact **36CRG.A35.TrainingRequest@us.af.mil** for the latest NWF scheduling and operating procedures.

Chapter 3

VISUAL FLIGHT RULE PROCEDURES

3.1. Visual Flight Rules (VFR) Weather Minimums. Andersen is considered Class D airspace and VFR rules applywhen the ceiling is at or above 1,000' and the visibility is 3 miles or greater. The ATCT will not allow VFR operations when the weather deteriorates below VFR conditions, or when controllers are unable to provide visual separation between aircraft in the VFR pattern, regardless of the official weather observation.

3.2. VFR Traffic Patterns. The ATCT Watch Supervisor is the final approving authority for use of the VFR traffic patterns (Attachment 8) and will ensure Guam ARTCC is notified of any change in pattern status.

3.2.1. Normal direction of traffic for Runways 06R/24R is right turns and the normal direction of traffic for Runways 06L/24L is left turns. Pattern altitudes are as follows:

Table 3.1. Pattern Altitudes

PATTERN	ALTITUDE (MSL)
Rectangular Pattern	1,600’
Overhead Maneuver Pattern	2,100’
Helicopter Pattern	1,100’
Tactical Initial	2,100’

3.2.2. Rectangular Pattern. If an aircraft requests closed traffic at an altitude higher than the standard 1,600’ pattern altitude, they must request closed traffic with the requested altitude and the request must be approved by the ATCT. The request for closed traffic at an altitude other than the standard altitude must be coordinated each time.

3.2.3. Overhead Maneuver Pattern. The standard overhead pattern is flown at 2,100' MSL with a breakout to 2,600' MSL back to the VFR Entry Point if required. The overhead traffic pattern is available when the ceiling is 2,000’ or higher. The DATIS will be updated to advise aircraft when the overhead pattern is closed.

3.2.3.1. When aircraft are using the overhead pattern, The ATCT will issue the following instruction to departing aircraft: “*MAINTAIN AT OR BELOW 1,600’ UNTIL DEPARTURE END OF RUNWAY*” to protect the pattern.

3.2.4. Helicopter Pattern. Higher pattern altitudes may be approved upon request depending on traffic and weather conditions.

3.2.5. Tactical Initial. Fighters may request and must be approved by the ATCT for a Tactical Initial at 2,100' MSL. The Tactical Initial is only available when the Overhead Pattern is open. Fighters will fly Tactical Initial at 350 knots indicated airspeed (KIAS) and 4,000' Line Abreast by element. Flight leads will fly up initial aligned with the landing runway. Wingmen will be line abreast on the opposite side of the break. Aircraft will break at the approach end of the runway. Trailing elements will maintain 2 NM trail.

3.2.6. Simulated Flameout Operations (SFO). SFOs are authorized for fighters deployed as a Theater Support Package (TSP) IAW the Guam ARTCC and Andersen ATCT, *Inter-Facility Coordination Procedures* Letter of Agreement (LOA).

3.2.7. Tactical Arrivals, Tactical Departures, Random Steep approaches, Random Shallow approaches, Aircraft Carrier Breaks, or any similar maneuvers are NOT authorized.

3.3. Special Procedures.

3.3.1. Helicopter Operations. Helicopters shall not take-off or land from South Ramp parking areas with the exception of South Ramp 3. Helicopters may be authorized departure from any other paved spot on the airfield, in lieu of using the runway, provided the helicopter does not fly over any personnel, aircraft, or populated portion of the base.

3.3.2. Fixed Wing Functional Check Flight (FCF) Procedures. The primary FCF areas are the ATCAAs. Aircrews will annotate FCF profile in the remarks of the flight plan and are encouraged to pre-brief Guam ARTCC on the profile to be flown. Aircraft will remain on Guam ARTCC frequency as long as possible for additional coordination.

3.3.3. Special VFR (SVFR) Operations. SVFR operations shall be conducted IAW FAAO 7110.65, *Air Traffic Control* and the Guam ARTCC and Andersen ATCT, *Inter-Facility Coordination Procedures*, LOA.

3.3.4. Parachute Jumping/Equipment Drop Procedures. All drops are conducted at the operational unit's own risk. All operations on AAFB (Machete Drop Zone (DZ)) and NWF (Fortress DZ) are conducted IAW the procedures outlined below and Attachments 12 and 13.

3.3.4.1. Procedures for Airborne Operations on Machete DZ:

3.3.4.1.1. Unit Airborne POC(s) will contact AMOPS (366-4188) a minimum of 10 duty days in advance to check the status of the airfield and availability of the DZ. A diagram of Machete DZ is provided in Attachment 11.

3.3.4.1.2. Once cleared through AMOPS, the Airborne POC(s) will contact the 36 CRG Personnel Parachute Program Manager for coordination assistance.

3.3.4.1.3. The planned DZ operations will be coordinated through the weekly deconfliction meeting to ensure the jump timeline does not conflict with flying operations. After the de-confliction stage is accomplished, the Airborne POC(s) will submit the jump timeline to 36mof.ps&**d@us.af.mil** for inclusion into the weekly 21-165 briefing. The Airborne POC must attend and brief the jump timeline at the 21-165 briefing. 36 WG/CC approval is recognized at this briefing.

3.3.4.1.4. For Machete DZ operations outside of Andersen's Class Delta airspace a ZUA Form 7610-4, *Special Use Airspace Request* must be submitted to JRM MIRC Operations (**MIRC.OPS@fe.navy.mil**) no later than three duty days prior to scheduled operations for FAA coordination and NOTAM submittal.

3.3.4.1.5. Upon jump timeline approval from 36 WG/CC, the Unit Airborne POC(s) will schedule an Aircraft Commander (AC) and Drop Zone Controller (DZC) brief with AMOPS. It is the responsibility of the Airborne POC(s) to coordinate with WG/CP to ensure that all airborne missions are added to the daily flying schedule and to coordinate with AMOPS to ensure NOTAMs are published.

3.3.4.1.6. It is the Airborne POC(s) responsibility to ensure that their Jump Master (JM) and DZC perform the proper coordination with the airborne aircrew and perform daily jump briefs. Pertinent changes during jump operations must be briefed to AMOPS to ensure safety of flight and to assist potential de-confliction issues with flying schedule.

3.3.4.2. Procedures for Airborne Operations on Fortress DZ (NWF):

3.3.4.2.1. Unit Airborne POC(s) will contact 36 CRG/A35 Training/Scheduling Office a minimum of 10 duty days in advance in order to schedule airborne operations on Fortress DZ.

3.3.4.2.2. Unit Airborne POC(s) will complete and provide 36 CRG/A35 Training/Scheduling office **36crg.trainingareas@us.af.mil**, a NWF Package consisting of ZUA Form 7610-4, *Special Use Airspace Request*, copy of the specific CONOPS and a Risk Assessment/Operational Risk Assessment (ORM) checklist. All forms can be emailed to Airborne POC(s) upon request.

3.3.4.2.3. 36 CRG/A35 will coordinate with WG/CP to ensure that all airborne missions are added to the daily flying schedule.

3.3.4.3. AMOPS shall:

3.3.4.3.1. Ensure timely communication with Airborne POC(s) if there is any change in status in the airfield and Machete DZ.

3.3.4.3.2. Send applicable NOTAMs prior to DZ use.

3.3.4.3.3. AMOPS will brief the Aircraft Commander and DZC, airfield and airspace status the day of DZ use IAW Attachments 12 and 13.

3.3.4.3.4. Ensure no engine runs or aircraft movement within a 1,000' of the scheduled DZ.

3.3.4.4. Sterilization of Class Delta Airspace.

3.3.4.4.1. No later than 90 minutes prior to DZ operations, the DZC will request access to the DZ from the ATCT for set-up.

3.3.4.4.2. At one hour prior, the DZC Officer will contact the ATCT to "open" the DZ. "Opening" the DZ notifies the ATCT that the DZ set-up is complete and ready for operations. The ATCT retains operational control of the drop zone until passed to the DZC Officer for jump operations.

3.3.4.4.3. At 10 minutes prior to jump operations, the aircraft commander will contact the ATCT to begin the sterilization of Area "Alpha" of the Class D airspace.

3.3.4.4.4. The ATCT will contact the aircraft commander and DZC Officer once Area "Alpha" of the Class D has been sterilized and the Combat Arms Training Maintenance (CATM) Range has been verified "Cold".

3.3.4.4.5. After coordination with the DZC Officer, the ATCT will open the Class D airspace after the last jumper touches down.

3.3.4.4.6. Runway/Taxiway ops will be suspended after all paradrop operations until AMOPS completes a FOD check of all affected runways and taxiways.

3.3.4.4.7. The DZC Officer will notify Andersen ATCT when jump operations are complete and the DZ is closed.

3.3.5. Standard and Nonstandard Formations. All fixed wing aircraft will fly standard formation (100 feet vertical, 1 mile horizontal from lead) unless the flight lead has requested and ATC has approved a nonstandard formation. Departing flights of three or more will automatically be considered a non-standard formation.

3.3.6. Dissimilar Formation Flights. Aircraft are authorized to fly in dissimilar formations during departure and recovery. Dissimilar aircraft may fly close formation provided it is briefed, emphasizing proper position, responsibilities, airspeeds, signals, and aircraft-unique requirements. Flight members will ensure safe runway separation is maintained. This does not preclude ATC from taking action in the event of an unsafe condition.

3.3.7. Unusual Maneuvers. Except for emergencies or special missions, deviations from local traffic patterns will not be approved. Air traffic controllers may not approve unusual maneuvers within the Class D airspace unless specifically covered in an approved LOA and/or the Federal Aviation Administration (FAA) grants a waiver.

3.4. Reduced Same Runway Separation (RSRS) Standards. RSRS is authorized IAW AFI 13-204V3_PACAFSUP_I, *Airfield Operations Procedures and Programs,* paragraph 11.4.

3.5. Inter. See Attachment 9 for Intersection Takeoff Diagram.

3.5.1. Specific intersections and distances remaining are as follows:

Table 3.2. Intersection Departures Authorized.

RUNWAY	TAXIWAY	DISTANCE AVAILABLE
06R	G	6,600’
06R	H	4,600’
06R	E	12,200’
06R	F	11,000’
06L	H	4,400’
06L	E	11,500’
06L	F	10,500
24L	H	6,600’
24L	J	8,500’
24L	G	4,600’
24R	H	6,100’
24R	J	8,500’

3.5.2. Intersections which are not authorized for departure are as follows:

Table 3.3. Intersection Departures Not Authorized

RUNWAY	TAXIWAY	DISTANCE AVAILABLE
06R	J	Not Authorized
06L	J	Not Authorized

Chapter 4

INSTRUMENT FLIGHT RULE PROCEDURES

4.1. Radar Traffic Pattern. Guam ARTCC controls the radar traffic pattern.

4.1.1. Standard climbout into the IFR traffic pattern for Runways 06L/06R is: *"FLY RUNWAY HEADING, CLIMB AND MAINTAIN 2,600' (MSL)."*

4.1.2. Standard climbout into the IFR traffic pattern for Runways 24L/24R is: *"TURN RIGHT HEADING TWO SIX ZERO AT DEPARTURE END OF RUNWAY, CLIMB AND MAINTAIN 2,600' (MSL)."*

4.2. Approach Surveillance Radar (ASR) and Precision Approach Radar (PAR) Approaches/ Monitoring. ASR/PAR approaches are not available at AAFB.

4.3. Local Departure Procedures. Local departure procedures are conducted IAW the Guam ARTCC and Andersen ATCT, *Inter-Facility Coordination Procedures*, LOA.

4.3.1. For Runways 06L/06R: *"FLY RUNWAY HEADING, CLIMB AND MAINTAIN 9,000' (MSL)."*

4.3.2. For Runways 24L/24R: *"TURN RIGHT HEADING TWO SIX ZERO AT DEPARTURE END OF RUNWAY, CLIMB AND MAINTAIN 9,000 (MSL)."*

4.3.3. Advise the ATCT when:

4.3.3.1. Planned departure formation is non-standard.

4.3.3.2. Requesting unrestricted climb. If an unrestricted climb is requested include altitude requested. Approval for unrestricted climb will be given by Guam ARTCC via the ATCT with departure clearance.

4.3.3.3. Anticipating a departure delay.

4.3.4. There are no departure restrictions for practice ordnance, hot guns, or internally carried inert/live ordnance when the bomb bay doors are closed, or for captive-carry ordnance that cannot be jettisoned from the aircraft (either by combat or emergency jettison). Aircraft carrying heavyweight inert (≥500 lbs) ordnance, live external ordnance, or forward firing ordnance (FFO), must depart Runway 06R/L.

4.3.4.1. Approval is required from the 36 OG/CC (or his designated representative), if winds or other special circumstances dictate that aircraft configured with heavyweight inert ordnance must depart Runway 24R/L. The SOF will coordinate for approval and does not have approval authority.

4.4. Recovery Procedures.

4.4.1. Guam ARTCC will provide radar vectors to initial.

4.4.2. VFR Recoveries. VFR recoveries will normally be used to expedite the flow of traffic into AAFB. During LFEs aircraft will recover as instructed by Guam ARTCC to ease sequencing of large number of aircraft. If unable to maintain VMC, notify Guam ARTCC immediately.

4.4.2.1. Pilots will request to "Cancel IFR and proceed VFR" with Guam ARTCC. If request is approved, this constitutes clearance into the AAFB Class D airspace, but not into the Guam International Airport Class D airspace. Avoid Guam International Airport by 5 NM laterally and 3,100 feet MSL. While on a VFR recovery flights must maintain their own terrain clearance. Guam ARTCC will continue to offer traffic advisories unless the pilot requests negative TRSA service. Flights should utilize TRSA service to the maximum extent possible. All fixed wing fighter aircraft will recover to the overhead unless otherwise requested and approved.

4.4.2.2. Fighters planning to enter the standard overhead pattern will cross North Point (if available due to airspace restrictions) or South Point at 2600' MSL unless otherwise directed by ATC and then descend to the pattern altitude.

4.4.2.2.1. North Point" (N) is defined as over Ritidian Point, "South Point" (S) is defined as 2NM south of Mt Santa Rosa.

4.4.3. Night Recoveries. For night recoveries from the ATCAAs expect vectors from Guam ARTCC for recovery to the airfield. Slow to 250 KIAS, or as directed by ARTCC, when on vectors for the ILS or TACAN approach.

4.4.4. Unexpended/Retained Ordnance Recovery. There are no restrictions for aircraft with unexpended training ordnance or Forward-Firing Ordnance (FFO), self-protection flares, captive missiles or internally carried munitions when bomb bay doors are closed.

4.4.4.1. Aircraft configured with external heavyweight inert ordnance will fly a straight-in approach to the active runway.

4.4.4.2. Aircraft configured with external live ordnance will fly a straight-in approach to Runway 24. If conditions do not allow for a landing on Runway 24, circle to the North to land on Runway 06. If weather is below minimums a straight in approach to Runway 06 is permitted.

4.4.4.3. Aircraft with FFO will avoid pointing the aircraft nose at populated areas. If munitions can be properly put on safe to included clearing the chamber for FFO, aircraft can taxi to the normal parking area.

4.4.5. Split-to-Land Procedures. A flight recovering to Andersen will request a split-to-land recovery with Guam ARTCC on initial contact or as soon as practical after range exit. After approval is granted from ATC and not earlier than 3 NM from touchdown, each element of two will separate to land simultaneously on both the left and right runways. Flight leads will advise the ATCT on initial contact that they are split to land, and which element will land on which runway: *"ANDERSEN TOWER, CALL SIGN, FLIGHT OF TWO/FOUR, SPLIT TO LAND, CALL SIGN 1 AND CALL SIGN 3 ON 06L, CALL SIGN 2 AND CALL SIGN 4 ON 06R."*

4.4.6. Side-Step Maneuver. Pilots desiring to execute a side-step maneuver will use the term *"CIRCLE TO LAND"* and execute a maneuver similar to a side-step descending no lower than published circling minimums without having the runway in sight.

4.5. Standard Missed Approach Procedures. Missed approach procedures are conducted IAW the Guam ARTCC and Andersen ATCT, *Inter-Facility Coordination Procedures*, LOA.

4.6. Circling Maneuvers.

4.6.1. When circling to the opposite runway, the approach lights will be switched from the runway in use to the landing runway when the aircraft conducting the approach is at mid-field on the downwind leg on the circling maneuver.

4.6.2. When circling to the parallel runway, pilots will fly the approach to circling minimums and will determine when to commence the circling maneuver. Pilots shall advise the ATCT when they are commencing the circling maneuver.

4.6.3. Circling maneuvers south of the airfield are NOT authorized.

4.7. Multiple Approaches/Landings. Multiple approaches are authorized for military and DoD contract aircraft only.

Chapter 5

RQ-4 OPERATIONS

5.1. Operational Procedures.

5.1.1. Pilots will comply with each Certificate Of Authorization (COA) and LOA in effect between AAFB and other Air Traffic Control facilities. Currently, United States Air Force Air Combat Command (ACC) maintains a COA with the FAA for RQ-4 Global Hawk Unmanned Aircraft Operations. Additionally, AAFB maintains a LOA specific to RQ-4 operations with 69 RG/DET 1 and Guam ARTCC.

5.1.2. Flight Following. The ATCT will provide flight following for the RQ-4 from the surface to the base of the Class A airspace (5,500' MSL) for departures and arrivals during the hours of darkness. Daylight operations only require standard monitoring in the Class D airspace. This requirement will be lifted if an RQ-4 pilot monitors an FAA-approved air traffic control radar display.

5.1.3. Overflight Restriction. Aircraft under ATCT control shall not be permitted to overfly RQ-4 aircraft at any time. This procedure ensures separation in the event the RQ-4 executes an unplanned/emergency climb.

5.1.4. Scheduling. A Launch Recovery Element (LRE) pilot will coordinate RQ-4 scheduling and Temporary Flight Restriction (TFR) inputs/conflicts with the Global Hawk Operations Center (GHOC), 36 OSS, Guam ARTCC and appropriate liaison officers (LNO). An RQ-4 pilot will submit a DD-1801 flight plan and request a local weather mission execution forecast IAW 36 OSS procedures. RQ-4 LRE pilots will abide by 36 WG local operating procedures.

5.1.4.1. The 36 WG Airspace Manager (or FAA-approved designee) will schedule all TFRs and ensure applicable NOTAMs are published for RQ-4 missions. All TFR scheduling requests and changes will be made in accordance with FAA requirements.

5.1.5. Designated Start Area: The primary RQ-4 designated start area is parking spot S-76. Other start locations will be coordinated with the AFM prior to use.

5.1.6. Engine Start. The RQ-4 mission initiates with maintenance towing the aircraft to the mission start point. Limitations in the aircraft design preclude starting and taxiing from any location other than the surveyed start points. The LRE pilot, RQ-4 Mobile, and the crew performing the engine start will monitor ground frequency during engine start operations.

5.1.7. Taxi. Once notified of RQ-4 taxi, Andersen Ground will ensure the RQ-4's proposed taxi route is deconflicted. The RQ-4 Mobile will clear the taxi path and expeditiously notify Andersen Ground of any required taxi delay. The RQ-4 Mobile will "shadow" all RQ-4 ground movements and conduct runway run-ins for all takeoffs and landings.

5.1.8. Takeoff. The primary runway for RQ-4 operations is Runway 06R/24L. The RQ-4 LRE pilot will ensure RQ-4 Mobile visually clears the approach corridor and active runway for potential conflicts. Upon receiving the RQ-4 pilot's request for access to the active runway, Andersen ATCT will ensure the Andersen Class D airspace is clear of all non-ATC controlled aircraft before giving takeoff clearance.

5.1.8.1. The pilot or RQ-4 mobile will confirm status of barrier configuration prior to takeoff.

5.1.8.2. The RQ-4 Mobile will shadow the RQ-4 during takeoff to monitor for excess side-drift or aircraft problems. If a takeoff abort is required, the RQ-4 Mobile or the LRE pilot will report over ATCT frequency "Abort, Abort, Abort". The aircraft will rapidly decelerate to a stop and remain on the runway until a maintenance team arrives to tow the aircraft.

5.1.8.2.1. There is no ability for the RQ-4 to taxi clear of the runway following a takeoff abort.

5.1.9. Departure. From the time the RQ-4 aircraft takes the runway for departure, until it reaches 5 minutes airbourne ATC will ensure no aircraft are cleared to land or depart from that runway. Prior to this point, the RQ-4 has the potential to land opposite direction to the same runway for an emergency return. Once airbourne for 5 minutes, normal operations will be resumed.

5.1.10. Traffic Pattern. The RQ-4 local traffic pattern follows a fixed route to the North at a predetermined altitude that maximizes time over water and compensates for dead-engine glide distance IAW the Guam ARTCC, 69 RQ/DET 1, *RQ-4 Operations*, LOA.

5.1.10.1. ATC and RQ-4 aircrews will use the designated UA Zone for departure/arrival points to/from AAFB. This UA Zone is a 40 NM orbit around UNZ 315 Radial at 60 NM IAW the Guam ARTCC, 69 RQ/DET 1, *RQ-4 Operations*, LOA. The UA Zone will be used to segregate RQ-4 aircraft traffic due to poor weather, airfield congestion, lost link and aircraft emergencies.

5.1.11. Arrival. ATC will ensure no local aircraft are sequenced inside an RQ-4 once the RQ-4 has reached 10 flying miles from the approach end of the runway. The RQ-4 Mobile will report the aircraft in sight and any potential conflicts to the RQ-4 pilot. Once inside 10 flying miles, the RQ-4 has priority to the landing runway.

5.1.12. Landing. The RQ-4 is programmed to land approximately 500-1500' past the runway threshold. Winds, runway slope, fuel imbalances, or other factors may affect the exact touchdown point. The RQ-4 Mobile will monitor landing progress and may, prior to touchdown, transmit "go-around, go-around, go-around" over the ATCT frequency should continued approach/landing endanger the aircraft or personnel on the ground. Once the aircraft is below 200' AGL, a go-around is no longer possible.

5.1.12.1. The pilot or RQ-4 mobile will confirm status of barrier configuration prior to takeoff.

5.1.12.2. After landing, the RQ-4 will stop on the runway. The RQ-4 Mobile will conduct a brief visual inspection of the aircraft, after which the pilot will resume RQ-4 taxi to the pre-determined taxiway.

5.1.12.3. Circumstances may require the RQ-4 to be shutdown on the runway. In this case, maintenance vehicles will request clearance from the ATCT for runway access for tow operations. If a shutdown on the runway is anticipated, maintenance crews may pre-position their vehicles on a taxiway to reduce the time needed to clear the runway.

5.1.12.4. After landing and prior to taxi to parking, the ATCT will ensure the RQ-4 taxi route is deconflicted. RQ-4 Mobile will clear the taxi path and expeditiously notify Andersen Ground of any required taxi delay.

5.1.13. Go-Around. The RQ-4 pilot may command, or the aircraft may autonomously execute a go-around inside the Final Approach Fix (FAF) due to a system fault or other anomaly. RQ-4 Go-Around is a climb to 2,500 feet MSL until one mile off the end of the runway. From there, the RQ-4 will climb to 10,000 feet MSL and fly a pre-planned route back to the landing runway. The pilot can adjust heading and altitude per controller's instructions. In the event of an emergency requiring an immediate landing; pilots will coordinate with ATC to the maximum extent possible, which runway the RQ-4 will attempt landing.

5.1.14. Hot Brakes. All hot brake conditions, suspected or confirmed, will be treated as emergencies. The RQ-4 will exit at Taxiway J or F, if able, before ground support personnel have an opportunity to confirm hot brakes. If unable to clear the runway, coordination is required to confirm hot brakes on the runway prior to towing. If hot brakes are confirmed, the aircraft will remain on the taxiway or runway until cleared by the OSC for continued taxi or towing.

5.1.15. Lost Link. If lost link occurs, RQ-4 pilot/operator will immediately notify ATC with the following information, if applicable:

5.1.15.1. Time of lost link.

5.1.15.2. Last known position.

5.1.15.3. Altitude.

5.1.15.4. Direction of flight.

5.1.15.5. Confirmation of lost link procedures.

5.1.15.6. Confirmation pilot/Mobile has visual contact with RQ-4.

5.1.15.7. In the event of lost link, lost communication between RQ-4 pilot/operator and ATC or lost communication between RQ-4 pilot/operator and Mobile, ATC will do the following:

5.1.15.7.1. Cease aircraft launches until status of affected RQ-4 is determined.

5.1.15.7.2. Recover other RQ-4 aircraft as appropriate.

5.1.15.7.3. Issue advisories and ATC instructions as appropriate to ensure safe operations for all aircraft.

5.1.15.7.4. Coordinate with Guam ARTCC for sterilization of the Unmanned Aircraft (UA) Zone.

5.1.16. Termination Procedures. Anytime the pilot deems the RQ-4 incapable of continued flight, successful divert, landing, or safety is jeopardized, it may be desirable to terminate (crash) the aircraft at the pre-planned location. Pilots will direct the aircraft to an area defined as a five nautical mile radius around 13° 37.577N/144° 48.509E. ATC will clear the airspace enroute to the crash point and assist in response efforts.

5.2. Communications.

5.2.1. Andersen ATC will maintain UHF/VHF and Land Mobile Radio connectivity with the RQ-4 pilot and RQ-4 Mobile. A Radio check between Unmanned Aircraft System (UAS) pilot/operator and ATC will be conducted prior to operations. Telephone communications may be used as a backup.

5.2.2. RQ-4 LRE pilot communicates with RQ-4 Mobile and Air Traffic Control (ATC) agencies via Land Mobile Radio (LMR), UHF/VHF radios, and/or telephone.

5.2.3. The RQ-4 Mobile communications suite will consist of an LMR and UHF/VHF radio (cell phone may be carried for backup communications). RQ-4 Mobile shall monitor ATCT frequencies during all RQ-4 taxi, takeoff and landing operations. RQ-4 Mobiles shall not perform ATC functions and will limit use of ATC frequencies to those transmissions necessary for safe RQ-4 operations.

5.3. Mobile Operations.

5.3.1. Responsibility. The RQ-4 Mobile is responsible to visually clear for the pilot-in-control during all vehicle ground operations from engine start through aircraft liftoff, and landing until the aircraft is off the runway and the engine is shut down. The RQ-4 Mobile is responsible for all DET 1 vehicle operations on the runway during launch, and recovery operations.

5.3.2. Departures. RQ-4 Mobiles are automatically cleared onto the runway when the RQ-4 is cleared onto the runway. RQ-4 Mobiles shall coordinate with the ATCT if additional vehicles are required on the runway. After aircraft departure, the RQ-4 Mobile will depart the runway at the next available taxiway and notify The ATCT when off the active runway.

5.3.3. Arrivals. RQ-4 Mobiles are automatically cleared onto the runway behind the RQ-4 when the aircraft crosses the landing threshold. When the aircraft and RQ-4 Mobile are clear of the runway, RQ-4 Pilot shall report off to the ATCT and then request taxi to park.

5.3.4. Staging Areas and Run-In. RQ-4 Mobile will pre-position on an intersecting taxiway to Runway 06R/24L for staging and run-ins to the landing runway.

5.4. Standard Safety Calls.

5.4.1. *"Stop Taxi, Stop Taxi, Stop Taxi"* to direct a Stop Taxi

5.4.2. *"Abort, Abort, Abort"* to direct a Takeoff Abort

5.4.3. *"Shut Down, Shut Down, Shut Down"* to direct Emergency Fuel Shutoff

5.4.4. *"Go Around, Go Around, Go Around"* to direct a Go Around

Chapter 6

EMERGENCY PROCEDURES

6.1. General. The following procedures ensure that the recovery of emergency aircraft are safe and effective. No directive can address all possible circumstances; therefore, situations not covered must be handled IAW flight manual procedures, SOF assistance and common sense. Aircraft emergencies can occur in flight or on the ground. Emergency response procedures will be IAW 36 WG Plan 91-204, *Mishap Response Plan*.

6.1.1. Situations affecting safety of flight, air worthiness, or necessitate other than normal handling require declaration of an emergency and termination of the mission. Emergencies may be declared by the aircrew, air traffic control, the SOF or officials responsible for the operation of the aircraft.

6.2. Primary Crash Alarm System (PCAS).

6.2.1. The ATCT shall activate the PCAS for in-flight/ground emergencies, barrier engagements, ATCT evacuations, and for any situation the Watch Supervisor or SOF deems as requiring immediate response.

6.2.1.1. The PCAS will be reactivated to forward updated information as required.

6.2.1.2. In support of wing exercises each message will be prefaced and end with "*EXERCISE, EXERCISE, EXERCISE*."

6.2.2. An operational check of the PCAS will be conducted daily between 0800L and 0830L.

6.2.3. Information to relay over the PCAS.

6.2.3.1. At a minimum, the ATCT will relay the: call sign, type of aircraft, nature of the emergency, and the pilot's desires/intentions.

6.2.3.1.1. If the nature and/or location of the emergency are such that it precludes immediately obtaining all of the required information, the ATCT will activate the PCAS and relay what information is known.

6.2.3.2. As time permits, the ATCT will also try to obtain and relay additional information, such as: the aircraft's estimate time of arrival, location, number of personnel on board, fuel remaining, tail number, landing runway, type/quantity of hazardous cargo, and any additional information that will aid response efforts.

6.2.4. In the event that the PCAS is out of service or malfunctioning, the ATCT shall notify AMOPS to activate the Secondary Crash Net (SCN) to alert all base agencies.

6.3. Secondary Crash Net.

6.3.1. AMOPS shall have primary authority SCN activation capability with an additional extension for monitoring and training purposes.

6.3.1.1. When mission requirements dictate, the SCN may be activated by the WG/CP IAW 36 OSS/OSAM and 36 WG/CP, *Secondary Crash Net Activation Authority* LOA.

6.3.2. The SCN is limited to agencies requiring emergency action/response to aircraft incidents/mishaps and will include at a minimum the agencies listed in AFI 13-204V3, *Airfield Operations Procedures and Programs*.

6.3.2.1. All stations on the SCN will be on dedicated lines and equipped with noise reduction feature (push-to-talk handsets or a feature that filters out background noise).

6.3.2.2. Requests for additions/deletions to SCN must be coordinated through the AFM and forwarded to the 36 OSS/CC for approval/disapproval. Full justification for talk back or listen only capability must be annotated.

6.3.2.2.1. The total number of agencies on the SCN is limited by capacity of the system.

6.3.3. A daily operational check will be conducted by AMOPS between 0815L and 0845L.

6.3.3.1. Backup procedures will be tested at least quarterly and documented on the daily events log.

6.3.4. The SCN will only be used to relay information critical to aircraft and airfield operations (e.g., weather warnings, in-flight emergencies (IFE), ground emergencies, Force Protection Condition (FPCON) levels, Emergency Operations Center (EOC) activations/recalls, bomb threats, or terrorist activities). Use other forms of communication to relay non-critical information.

6.3.4.1. Questions, requests for clarifications, or requests for retransmissions will be made after the initial message has been passed. Users will be polled one at a time in the order of those remaining on the net after message transmission.

6.3.4.2. When supporting wing exercises, each message will be prefaced and ended with *"EXERCISE, EXERCISE, EXERCISE."*

6.4. In-Flight and Ground Emergency Response.

6.4.1. Responsibilities. The 36 WG Supervisor of Flying supervises flying activities from the ATCT or SOF vehicle for all aircraft operating out of AAFB. All flying unit commanders, with the exception of 69 RG/DET 1, must have a fully qualified Squadron Duty Officer (SDO) available during unit flying. SOFs will contact the LRE via the ATCT hotline for RQ-4 operations/emergencies. See AFI 11-418, *Operations Supervision*, for guidance on SOF/ATCT personnel interaction and SOF/SDO responsibilities.

6.4.2. During 36 WG flying, the OSC for IFEs is the Andersen SOF, unless assumed by the 36 WG/CC or 36 OG/CC. The OSC for ground emergencies and in-flight emergencies after landing is the Senior Fire Officer, 36 MSG/CC or designated representative.

6.4.2.1. The OSC responsibility may be delegated to the 36 MXG/CC or appointed Recovery Operations Chief (ROC) once the 36 MSG/CC or the Fire Chief declares the area safe.

6.4.3. The Senior Fire Officer is in charge of directing aircrew or ground recovery operations.

6.4.3.1. The primary in-flight emergency staging area for emergency response vehicles to include AMOPS and Flight Safety vehicles will be the on the taxiway at the approach end of emergency landing runway, unless directed otherwise by the ATCT or OSC.

6.4.3.1.1. Medical Center personnel respond from the Fire Department on weekends, holidays and wing down days.

6.4.3.2. The ATCT will release the appropriate UHF frequency to the Senior Fire Officer when communications between ATC and the aircrew are no longer required.

6.4.4. The AFM or the designated representative will respond to all in flight emergencies. After the aircraft has cleared the runway, the AFM or designated representative will conduct a runway inspection checking for damage to the runway and FOD.

6.4.4.1. Under special circumstances in the interest of flight safety, the SOF may direct the immediate opening of the runway for subsequent emergency recoveries. If the SOF directs the opening of the runway he/she shall assume responsibility for runway operations until AMOPS completes a check.

6.4.5. The Senior Fire Officer or the OSC makes the decision to terminate an emergency on the ground.

6.4.5.1. Emergency termination shall not be relayed over the PCAS. The ATCT or Senior Fire Officer shall notify the ATCT of termination; in-turn, the ATCT will notify AMOPS of termination. AMOPS will then relay termination via the SCN.

6.5. External Stores Jettison Area Procedures. Hung inert or live ordnance must be jettisoned if able.

6.5.1. Restricted Area R-7201, Farallon De Medinilla Island (16 01'N, 146 05'E, UAM 022/160), is the primary jettison area for AAFB.

6.5.2. For aircraft that cannot proceed to R-7201, or during emergency conditions, aircrews will ensure the aircraft is a minimum 2,000 feet AGL, 12 NM from any land mass, clear of all shipping lanes, and visually clear the area of surface vessels prior to jettison of external stores.

6.5.3. Guam ARTCC will provide radar assistance to the extent able.

6.6. Fuel Dumping Procedures.

6.6.1. Fuel dumping shall be conducted in the vicinity of AAFB TACAN (UAM) 150 Radial 015-025 DME, with standard right turns at or above 6,000' feet.

6.6.2. Advise Guam ARTCC of intentions, altitude and location prior to commencing fuel dumping operations and when fuel dumping is complete.

6.7. Hot Brakes Areas and Procedures.

6.7.1. The primary hot brake areas are the intersections of Taxiway C and Taxiway K, and Taxiway C and Taxiway F. See Attachment 2.

6.7.2. Aircrew and or maintenance personnel will notify the ATCT anytime hot brakes are suspected.

6.7.3. The ATCT upon notification or suspicion of an aircraft with hot brakes, will activate the PCAS and direct the aircraft to a designated Hot Brake Area. Other aircraft or vehicles should proceed via alternate routes to avoid passing within 300 feet of the aircraft with actual/suspected hot brakes.

6.7.4. The Fire Department will respond to all suspected hot brake situations and assume a surveillance position not closer than 100 feet unless the Senior Fire Officer determines a fire is imminent.

6.7.5. The 734 AMS will assume responsibility for AMC aircraft with hot brakes, the 36 EAMXS will assume responsibility for aircraft under the control of the 36 OG/CC, and TA will assume responsibility for transient aircraft.

6.7.6. If a hot brake condition is confirmed, pilots will shut down the engines and egress the aircraft after the aircraft has been chocked. If a hot brake condition is not present and has been verified by ground personnel, the aircraft may taxi to the parking area.

6.7.7. Hot Brake Aircraft Detected in the Parking Area.

6.7.7.1. Engines running. The ATCT will direct the aircraft to taxi to the nearest clear area on the main parallel taxiway and stop. This will be done at the discretion of the aircrew.

6.7.7.2. Engines shut down. All non-essential personnel will be evacuated and, if practical, nearby aircraft within a 300-foot radius, will be removed.

6.7.8. After declaration of a hot brake condition, the Senior Fire Officer is the only official authorized to declare the aircraft fire safe.

6.8. Abandonment of Aircraft. The controlled bailout and ejection area is 1,000' wide, centered on, and extending the length of Runway 06R/24L (See Attachment 10).

6.8.1. If the flight crew elects to abandon the aircraft due to an emergency situation and conditions permit, the pilot will fly over the controlled bailout/ejection area on a track of 064 degrees, set the autopilot, and bail out/eject over the bailout/ejection area.

6.8.2. Guam ARTCC will assist the pilot in maneuvering to a safe bailout area to the extent possible.

6.8.3. The ATCT will plot coordinates of aircraft impact area and relay to AMOPS, if able.

6.9. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter Response Procedures.

6.9.1. Emergency Locator Transmitter (ELT). When an unscheduled ELT signal is observed, that is not a test, the following procedures will apply:

6.9.1.1. The ATCT will determine frequency and notify Guam ARTCC and AMOPS of the signal, its frequency and advise termination. The ATCT and Guam ARTCC will solicit assistance from other aircraft and forward information on bearing fixes to AMOPS, if available.

6.9.1.2. AMOPS will notify the WG/CP.

6.9.1.3. WG/CP will notify the Joint Rescue Coordination Center at DSN 339-7100 if the signal is on 121.5 or TA to initiate an on base search for the source if the signal is on 243.0

6.9.1.3.1. When notified that the ELT has been found or has stopped, advise AMOPS. If the ELT cannot be found, consider it an actual emergency and pass/confirm all information to AMOPS.

6.9.1.4. Aircrews shall inform appropriate ATC agencies upon detection of an emergency signal and assist in locating the source if possible.

6.9.1.5. Aircrew Flight Equipment will assist in locating emergency signals, as required.

6.9.2. Overdue Aircraft Procedures. For local flight plans not entered in the FAA system, AMOPS will request a preliminary search when neither communication nor radar contact can be established after an aircraft is 30 minutes overdue. Upon detection or report of overdue aircraft, the ATCT will notify AMOPS and WG/CP.

6.9.3. Downed Aircraft and Search and Rescue Procedures. Use the following procedures when providing rescue combat air patrol for a downed aircrew:

6.9.3.1. Broadcast an emergency distress call on frequencies 121.5 / 243.0. Then, provide the location of the crash site (TACAN Radial/DME, INS coordinates, geographic references), the call-sign of the downed aircraft, and any other pertinent information to the appropriate ATC agency, WG/CP, or the SOF.

6.9.3.2. Guam ARTCC will become the Rescue Coordination Center for all Search and Rescue (SAR) inside Guam airspace for DoD assets.

6.9.3.3. The aircraft in charge will remain at the site until relieved by another aircraft or reaching "Bingo" fuel. All nonessential aircraft will return to base. A high combat air patrol may be used to provide a radio relay, if required.

6.9.4. The SOF or WG/CP will contact HSC-25 on frequency 234.85 or at 366-6410/6412 and Coast Guard Rescue Center Alert Number at 355-4900/4826 to initiate SAR procedures.

6.10. Hung Ordnance Procedures. Aircrew will confirm proper release of any ordnance that was attempted to be released. If aircrew cannot positively confirm weapons expenditures, aircrew will perform hung ordnance procedures. If during the flight ordnance was not attempted to be released, the ordnance will be considered unexpended/retained.

6.10.1. When recovering with hung ordnance, aircrew will notify the ATCT and SOF. Hung ordnance does not mean an emergency will be declared. The pilot or SOF will notify ATC as soon as this decision has been made. If EOD is required, the pilot or designated agency must declare an emergency.

6.10.2. Safe all armament switches and fly a straight-in approach to Runways 24R/L with a chase aircraft if available, avoiding populated areas to the maximum extent possible. If winds are out of limits for a Runway 24R/L landing, the aircraft should request a circling approach to the north for Runway 06R/L.

6.10.3. Aircraft landing with hung ordnance will park at C-4 or C-68. Fighters with guns on spot C-4 will point on a heading of 300 degrees. If on spot C-68, point East to North East.

6.10.4. Flare Procedures. Aircraft will inform the SOF of flare indications and estimated landing time for the coordination of a runway sweep after landing. Regardless of cockpit indications, stop the aircraft after exiting the runway at the intersection of Taxiway C and Taxiway F or K to allow weapons personnel to check flare status. If flares remain on the aircraft but present no hazard (as determined by weapons personnel) the aircraft may taxi to parking. If flares are hung or present a hazard, shut down engines and proceed with an emergency egress.

6.11. Aircraft Isolation Procedures. If an aircraft requires isolation after landing for fuel leaks, contamination, or any other reason, the primary isolation areas are at intersections of Taxiway C and Taxiway K, and Taxiway C and Taxiway F unless otherwise directed by the ATCT, SOF, or OSC.

6.12. Hydrazine Isolation Procedures. When an F-16 declares an emergency, the ATCT will request Emergency Power Unit (EPU) status. If the pilot indicates the EPU has been activated, then hydrazine has been introduced into the aircraft systems and a 300-foot cordon must be maintained around the aircraft. The ATCT shall instruct all aircraft in the vicinity of the EPU aircraft to utilize 100% oxygen until fire department declares the aircraft safe.

6.12.1. The primary aircraft hydrazine isolation areas are the intersections of Taxiway C and Taxiway K.

6.12.2. AMOPS will not respond until after the area has been cleared by the Fire Department or OSC.

6.13. Airborne Incident Reporting. Aircrew will give airborne reports to the controlling ATC facility. After landing, aircrews must immediately provide details of the incident to their squadron commander, operations officer, and squadron flying safety officer. Airborne incidents include:

6.13.1. Any known inadvertent release or loss of stores, suspension equipment, panels or drag chute in flight.

6.13.2. Any near mid-air collision.

6.13.3. Any incident or near accident when immediate dissemination of details would contribute to increased safety and efficiency.

6.14. Tower Fly-By for Abnormal Gear Indications or Gear Malfunctions. Aircraft with abnormal gear operation or signs of gear malfunction during any part of flight should request a low approach prior to landing for a visual check of the landing gear. The SOF will be responsible for the visual check of all aircraft and ATC will assist as required.

6.15. No Radio (NORDO) Procedures.

6.15.1. If radio failure occurs during taxi, aircraft will turn on aircraft taxi lights and taxi to parking.

6.15.2. VFR Recovery. Continue squawking in accordance with the Flight Information Handbook (FIH) and fly the recovery to Andersen per the flight clearance. If no other problems exist, execute the recovery to a visual entry point (south or north) to enter the overhead pattern for Runway 06R/24L (inside runway). Rock wings on initial, break at midfield and look for a light gun signal from the ATCT.

6.15.3. IFR Recovery:

6.15.3.1. Single-Ship: Comply with the NORDO procedures contained in FIH. Fly to the appropriate instrument approach fix and execute an ILS approach to Runway 06R/24L. If at any point prior to the instrument approach fix the recovery can be flown in VMC, proceed to the overhead pattern.

6.15.3.2. Formation flights: Aircraft in formation that experience NORDO will be led back to Andersen for a straight in, full stop landing. NORDO aircraft will be dropped off on final once landing clearance has been received from the ATCT.

6.15.4. HSC-25 NORDO procedures will be executed IAW 36 OSS and HSC-25 ATC Procedures LOA. All aircraft will make every attempt to contact the ATCT through alternate means.

6.15.5. Aircraft with compound emergencies to include NORDO will squawk 7700 and fly the VFR or IFR recovery unless the aircraft has hung ordnance.

6.15.5.1. NORDO aircraft with hung ordnance will comply with the hung ordnance procedures. The approach and landing must be made to Runway 24L/R if ordnance has not been jettisoned. If the winds are out of limits for a Runway 24L/R landing, the aircraft should perform a circling approach to the north and land on Runway 06R/06L.

6.16. Emergency Frequency Procedures.

6.16.1. The primary discrete emergency frequency for AAFB is 363.025.

6.16.1.1. Guam ARTCC will assign 363.025 or a UHF/VHF discrete frequency to radio equipped emergency aircraft as soon as practical unless otherwise requested by aircrew.

6.16.2. Guam ARTCC will provide emergency information to the ATCT, as soon as practical.

6.16.3. Once the IFE aircraft establishes contact with Andersen ATCT, the controller will request pilot intentions. Andersen ATCT will ensure the aircraft comes to a complete stop prior to relinquishing control of 363.025 or UHF/VHF discrete frequency to the OSC.

6.16.3.1. Once the aircraft comes to a complete stop use the phraseology: *"CHIEF #, ANDERSEN GROUND, (CHANNEL 10 OR UHF/VHF DISCRETE FREQUENCY) IS YOUR CONTROL, ADVISE TERMINATION."*

6.16.4. When an aircraft declares a ground emergency or has an emergency abort on departure, Andersen ATCT will coordinate with Guam ARTCC for the use of 363.025 or an UHF/VHF discrete frequency if requested by the OSC.

6.16.5. Once the emergency is terminated, the OSC shall relinquish control of 363.025 or the assigned UHF/VHF discrete frequency back to the ATCT using the phraseology: *"ANDERSEN GROUND, CHIEF 1/2, TERMINATE EMERGENCY ON (AIRCRAFT CALL SIGN), (CHANNEL 10 OR UHF/VHF DISCRETE FREQUENCY) IS YOUR CONTROL*."

6.16.6. The ATCT Watch Supervisor will be responsible for ensuring the appropriate frequency is released back to Guam ARTCC upon emergency termination.

6.16.7. Andersen ATC may take control of 363.025 or the UHF/VHF discrete frequency from the OSC at any time another aircraft declares an IFE. The OSC will then communicate

with the IFE/GE aircraft through the ATCT on the Crash Net. Once the additional IFE aircraft lands, Andersen ATCT shall give the appropriate frequency back to the OSC.

6.17. Wind Limitations on the Control Tower.

6.17.1. The ATCT shall evacuate when wind velocity reaches sustained 60 knots or peak gusts of 72 knots**.**

6.17.2. The ATCT shall resume operations when wind gusts diminish to less than 60 knots and are forecasted to remain so, unless otherwise directed.

6.18. Evacuation of Airfield Operations Facilities.

6.18.1. Evacuation of the ATCT. The Tower Watch Supervisor/Senior Controller shall evacuate the facility when he/she determines personal safety is in jeopardy or in the interest of flight safety.

6.18.1.1. The ATCT shall be evacuated for, but not limited to the following reasons: fire, bomb threat, high winds, typhoons, earthquakes.

6.18.1.2. For all evacuations, ATC personnel not immediately reporting to the alternate tower location will proceed to AMOPS. Exception: When evacuating for high winds, all tower personnel shall proceed to the first floor of the ATCT.

6.18.2. Evacuation of AMOPS. Determination to evacuate AMOPS will be made by the non-commissioned officer in charge (NCOIC) Airfield Management Operations, AFM, or AOF/CC. If the situation dictates a quick evacuation, or none of these personnel are available, the Airfield Management Operations Supervisor will make the evacuation decision.

6.18.2.1. AMOPS shall be evacuated for, but not limited to the following reasons: fire, bomb threat, typhoon, electrical failure, communications failure, or any other threatening situation.

6.18.1. For all evacuations, AMOPS will proceed to the alternate facility, Building 2510.

6.19. Alternate Facility Procedures.

6.19.1. ATC Alternate Location Operating Procedures. The alternate ATCT operating location is located adjacent to Building 2820 at the east end of Taxiway C and southwest of parking spot C-70.

6.19.1.1. The alternate tower location provides a clear view of the airfield with the exception of Taxiway E, Delta Loop, and the western portion of Taxiway A, which are not visible from the alternate location.

6.19.1.2. During operations from the alternate ATCT location, limited operations utilizing tunable UHF/VHF radios will be allowed and the following restrictions shall apply:

6.19.1.2.1. Aircraft operations shall be restricted to departures and full-stop arrivals only. Additionally, the volume of operations shall be limited to a maximum two airborne aircraft being controlled by tower at any one time.

6.19.1.2.2. Reduced Same Runway Separation is not authorized.

6.19.1.2.3. Runway crossings are limited/restricted to emergency vehicles and aircraft tows at Taxiways K, J, H, and F.

6.19.2. AMOPS Alternate Facility Operating Procedures. In case of evacuation, AMOPS will relocate and conduct operations in Building 2510, which is equipped to support all AMOPS mission requirements.

6.19.2.1. Building 2510 is located on the airfield therefore, aircrews are required to request crew bus service or they can transport themselves if they possess a Government Owned Vehicle (GOV) and are AAFB airfield driving qualified.

6.20. Guam ARTCC Evacuation. Should conditions warrant evacuation of Guam ARTCC, all airspace will revert to Oakland Center's control and appropriate NOTAMs will be initiated by the FAA. If in-flight, pilots can contact Oakland Center on appropriate High Frequency. Expect departure and arrival delays. The Guam Control Area will become a non-radar environment with all aircraft being sequenced through the Nimitz Very high frequency Omnidirectional Range-Tactical Air Navigation (VORTAC).

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Flight Plan Procedures. A flight plan is mandatory for all aircraft arriving and departing AAFB, except in the case of an emergency, or else otherwise coordinated in a LOA.

7.1.1. Arriving aircraft without a flight plan shall contact AMOPS, as soon as possible, on frequency 139.0 / 372.2 for coordination. AMOPS will coordinate with TA/734 AMS to determine the parking location of the aircraft and will advise the ATCT. In the event of an emergency, if coordination has not been completed prior to the aircraft's actual landing, the aircraft will be held on Taxiway K or E between the runways and SFS will be notified. If an emergency is not declared and an aircraft attempts to land regardless, ATC will withhold a landing clearance and will notify AMOPS who will in-turn notify SFS and all parties will follow procedures IAW AAFB Integrated Defense Plan 31-101.

7.1.2. Any aircraft requesting to depart without a flight plan on file shall contact AMOPS on frequency 139.0 / 372.2 for coordination. Aircraft shall not be allowed to taxi until the ATCT receives a flight plan from AMOPS or approved by the SOF. No aircraft shall be allowed to depart until a flight plan has been entered into the system.

7.1.2.1. Flight Plans will not be accepted by AMOPS over the radio.

7.1.3. Unless covered by a LOA, all other agencies must file a signed DD Form 1801, *International Flight Plan* in person at AMOPS.

7.1.4. Procedures to allow crewmembers to file flight plans via fax/email. Organizations requesting the ability to file flight plans through means other than in-person must coordinate a LOA between the requesting unit's commander and the Airfield Manager (AFM).

7.1.4.1. Crewmember Responsibilities:

7.1.4.1.1. Fax or email the completed and signed DD Form 1801, *International Flight Plan* (to include formation flight plans) to AMOPS no later than two hours prior to the proposed departure time.

7.1.4.1.2. Flying units must maintain the original, signed copy of the flight plan on file for 90 days according to Air Force Records Disposition Schedule Table 13-07, Rule 03.00.

7.1.4.1.3. Call AMOPS and confirm receipt of the faxed flight plan. Give operating initials to the AMOPS dispatcher.

7.1.4.1.4. Advise AMOPS with any updates (additions/deletions) to the flight plan as soon as possible. Changes inside of 30 minutes prior to estimated time of departure are likely to result in clearance delays from FAA.

7.1.4.2. AMOPS Responsibilities:

7.1.4.2.1. Review faxed flight plan for accuracy and completeness. Input the flight plan into the Aeronautical Information System Replacement (AIS-R) flight data system as soon as practical. Any problems or questions will be addressed to the unit's operations desk.

7.1.4.2.2. AMOPS will forward all necessary information concerning a formation operation to the ATCT and Guam ARTCC upon receipt of the formation flight plans.

7.1.4.2.3. Relay arrival and departure times to the appropriate agencies.

7.1.5. Units shall provide AMOPS a Master DD Form 1801, *International Flight Plan* for desired "Canned/Stereo" flight routes no later than 48 hours prior to first requested use.

Chapter 8

MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB). The AOB provides a forum for discussing, updating, and tracking various activities associated with support of the flying mission. Additionally, the board resolves airfield operations problem areas, coordinates and proposes new or revised procedures, methods, techniques, equipment, and facilities for the local ATC system. The board reviews and acts on USAF Airfield Operations Compliance Inspection (AOCI) observations, special interest items, and recommendations.

8.1.1. Mandatory Board Members. The following are the minimum required participants of Andersen's AOB:

8.1.1.1. 36 OG/CC (Chairperson). This is 36 WG/CV delegated.

8.1.1.2. 36 MSG/CC

8.1.1.3. 36 OSS/CC/OSA/OSAT/OSAM/OSW

8.1.1.4. TERPS Liaison

8.1.1.5. Airspace Manager

8.1.1.6. Representative from 734 AMS, 506 EARS, HSC-25, 69 RG/Det 1, Deployed flying units (> 30 days on station)

8.1.1.7. OG/OGV

8.1.1.8. 36 WG/SE

8.1.1.9. ATCALS Maintenance

8.1.1.10. 36 CES

8.1.1.11. 36 WG/CP

8.1.1.12. Guam ARTCC

8.1.2. Recommended Board Members. The following participants below are highly encouraged to attend:

8.1.2.1. 36 MXG Representatives

8.1.2.2. Flying Unit Commanders

8.1.2.3. 36 CS/CC/SCO

8.1.2.4. 36 CES/CC/CEO/CEC

8.1.2.5. 36 SFS

8.1.3. AOB Frequency. Meetings will be conducted IAW AFI13-204V3_PACAFSUP_I, *Airfield Operations Procedures and Programs*, and as required by the AOCI Team.

8.1.4. The AOB agenda will include at a minimum the mandatory briefing items listed in Attachment 3 of AFI13-204V3_PACAFSUP_I, *Airfield Operations Procedures and Programs.*

8.1.4.1. Required annual review of the following items will occur during the month(s) indicated and will be briefed during the following AOB.

8.1.4.1.1. Letters of Procedures Review, (January – February).

8.1.4.1.2. Airfield Waiver Package, (February).

8.1.4.1.3. Annual Airfield Certification and Safety Inspection, (April).

8.1.4.1.4. Flight Self Inspection using current AOCI Checklists, (September – October).

8.1.4.1.5. TERPS review of all instrument procedures to validate the continuing need, (September)

8.1.4.1.6. Aircraft Parking Plan, (October).

8.1.4.1.7. Special Interest Items (SII), (the month following SII checklist release, as required).

8.2. Airfield Maintenance and Construction Planning.

8.2.1. 36 CES shall:

8.2.1.1. Host a bi-weekly airfield coordination meeting to discuss/coordinate current and future construction taking place on and around the airfield. The agenda will include all known projects that may have an impact on the airfield environment and will be tracked until complete. The agenda will also include discussion of all active AF Form IMT 332s that pertain to the airfield and its upkeep. 36 CES shall ensure all appropriate 36 CES flights (Engineering, Environmental, Operations, etc.) are present as required to discuss and act upon issues needed to execute construction and maintenance while ensuring minimal impact to flying operations. 36 CES will publish minutes of these meetings.

8.2.1.2. IAW PACAFI 32-1056, *Airfield Planning and Design*, host a quarterly Airfield/Airspace Waiver Working Group. The Airfield/Airspace Waiver Working Group will review at least 25 percent of the Wing's airfield/airspace waivers each quarter and brief/document the status of the review at each AOB meeting.

8.2.1.2.1. All Airfield/Airspace Waiver Working Group Members must complete the Air Force Civil Engineering Center, *Airfield Criteria Course for Civil Engineers, Airfield Managers and Wing Safety* CBT for initial and recurring training. Completion will be documented in training records and briefed at the AOB and the 36th Wing Facility Utilization Board.

8.2.1.3. Effectively schedule the use of non-wing flying windows with AMOPS to complete routine airfield maintenance. This includes: airfield painting, rubber removal, minor pavement repairs, grass cutting, etc. The goal is to minimize impact on wing flying operations. The appropriate 36 CES flight shall coordinate with AMOPS prior to the start of any activity in order to allow for coordination with flying units and other users of the airfield.

8.2.1.4. Ensure that the AFM, and the DAFM is invited/coordinated with on all construction projects on or near the airfield, prior to the start of construction. Coordination will include appropriate maps of affected areas, copies of temporary

construction waivers, etc… to provide oversight and ensure UFC 3-260-01, *Airfield and Heliport Planning and Design,* requirements are satisfied. 36 CES shall also ensure that AMOPS and Wing Safety are part of the final inspection process and that the final inspection is documented and a copy of this documentation is forwarded to AMOPS.

8.2.1.5. Ensure that waivers to airfield criteria as defined by UFC 3-260-01, *Airfield and Heliport Planning and Design*, and other directives are processed in a timely manner. This will include processing temporary waivers for construction a minimum of 60 days prior to the start of construction. 36 CES will ensure that construction does not take place until AMOPS has been provided a copy of the 36 WG/CC signed temporary construction waiver. All waivers shall include appropriate scaled drawings and supporting construction plans/data so that AMOPS and PACAF TERPS, may accomplish effective oversight.

8.2.1.6. Provide AMOPS a contact list to coordinate with on each construction activity affecting the airfield. This list include the 36 CES assigned project manager, the contracting officer, and a lead contractor representative so that the construction schedule, airfield driving, and airfield operations issues are adequately coordinated and can be immediately addressed if necessary.

8.2.1.6.1. Ensure that long-term airfield construction plans, to include pavement maintenance and repair, that effect the airfield environment are coordinated through AMOPS at least annually. 36 CES will provide AMOPS a copy of the completed plan as required.

8.2.1.7. Assist AMOPS in processing and tracking of all AF IMT Form 332's, *Base Work Request* that pertain to maintenance and repair of the airfield environment.

8.2.1.8. Assist AMOPS in controlling contractor personnel that operate on the airfield by ensuring appropriate items are inserted into the Temporary Airfield Construction Waiver (TACW) that adequately cover FOD prevention, access to and from work site, airfield driving requirements and vehicle pass requirements.

8.2.1.9. Assist AMOPS in securing appropriate construction priority for unfunded projects discussed at the 36 WG Facility Utilization Board by providing support materials such as maps, diagrams, estimated costs, etc.

8.2.1.10. Establish a recurring annual budget to fund airfield painting and rubber removal.

8.2.1.11. Shall provide airfield drivers training to contractors working on the airfield and maintain documentation as required by 36 WGI 13-213, *Airfield Driving*. 36 CES shall ensure that all contractors that are working on the airfield are trained and certified prior to approving the Notice to Proceed with the contracting officer.

8.2.2. AMOPS shall:

8.2.2.1. Attend airfield coordination meetings to discuss and coordinate on current and future airfield construction projects.

8.2.2.2. Coordinate on all airfield construction (e.g. AF Form 332s, *Base Work Order*, project design documents and waivers to design criteria) to ensure compliance with

directives and ensure waivers are processed, as required, prior to the start of any known construction.

8.2.2.2.1. AMOPS shall not approve any maintenance/construction to take place without proper coordination. In the event that construction is started that was not properly coordinated with AMOPS, AMOPS may halt construction through the contracting officer until proper coordination is completed to maintain airfield and airspace safety.

8.2.2.3. Provide airfield waiver oversight and ensure that all airfield construction has a temporary construction waiver coordinated prior to authorizing construction start. AMOPS will ensure PACAF/TERPS, has coordinated on all waivers as required.

8.2.2.4. Maintain a contact list and copies of construction plans for airfield construction projects and advise 36 CES when they are not received.

8.2.2.5. Maintain a copy of long-term airfield construction plans and advise 36 CES when one is not received or requires updating.

8.2.2.6. Initiate AF Form 332's as required for airfield construction and maintenance. AMOPS shall establish a tracking mechanism that can be used to track and update airfield maintenance/construction requests.

8.2.2.7. Establish procedures to control contractors operating on the airfield. AMOPS will ensure owner/user agencies have provided escorts as required.

8.2.2.7.1. AMOPS does not have the ability to provide escorts.

8.2.2.8. Advocate for the appropriate priority of airfield projects with the aid of 36 CES to ensure the airfield is properly maintained to support mission requirements through avenues such as the Facility Utilization Board.

8.3. Notice to Airmen (NOTAM) Procedures. AMOPS is the authority for publishing NOTAM(s) and shall perform these functions as outlined in AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*, and FAAO 7110.10; *Flight Services.*

8.3.1. AMOPS will:

8.3.1.1. Process local/flight safety NOTAMs on ATCALS outages, airfield hazards (runway/ taxiway/parking spot closures, airfield lighting outages, construction activity, etc.), and as required.

8.3.1.2. Provide all flight safety and local NOTAMs to transient aircrews, when requested.

8.3.1.3. Notify all required agencies IAW AMOPS NOTAM Checklist when flight safety or local NOTAM are initiated or canceled.

8.3.2. The ATCT is the designated as the ATCALS NOTAM monitoring facility and will advise AMOPS of airfield ATCALS status (including applicable FAA radio equipment) as soon as possible for appropriate NOTAM action(s).

8.4. Airfield Closures and On-Call Procedures.

8.4.1. The AOF/CC is authorized to reduce to on-call operations for AMOPS and ATC during 36 WG/CC approved airfield closures. The AOF/CC shall ensure an on-call roster is completed and forwarded to the 36 WG/CP prior the scheduled closure.

8.4.2. The AFM and the Tower Chief Controller shall ensure opening and closing checklists are developed and published in each facility.

8.4.2.1. AMOPS and the ATCT shall crosscheck the flying schedule before reducing to on-call operations.

8.4.3. Facilities will be promptly opened to support flying operations as required (not applicable to HSC25 aircraft).

8.4.3.1. ATCT shall open one hour prior to a scheduled departure and/or arrival.

8.4.3.2. AMOPS shall open two hours prior to a scheduled departure and one hour prior to a scheduled arrival.

8.4.4. Notification of On-Call Operations.

8.4.4.1. The ATCT shall notify the following agencies prior to closing: AMOPS, 36 OSS/OSW, WG/CP, 36 MXS/TA, 36 SFS, Fire Department, the HSC-25 Duty Desk, Guam ARTCC, and Agana ATCT.

8.4.4.1.1. The ATCT shall brief Guam ARTCC to call the WG/CP if re-opening the airfield is required.

8.4.4.2. AMOPS shall notify the following agencies prior to closing: WG/CP, Maintenance Operations Center, SFS, Fire Department, and the HSC-25 Duty Desk.

8.4.5. Movement Area Procedures. When the ATCT is closed, the airfield shall be considered uncontrolled. The ATCT shall broadcast in the blind on all frequencies and FM nets (Airfield/Ramp/Crash) when the airfield is uncontrolled and controlled.

8.4.5.1. When the airfield is uncontrolled WG/CP shall monitor the Ramp/Airfield Nets. All personnel requiring access onto or across a runway shall obtain approval from WG/CP. WG/CP is responsible for maintaining accountability for vehicles requesting access onto or across runways while the airfield is closed.

8.4.5.2. Personnel operating on the airfield shall continue to monitor the appropriate frequency/FM net at all times. When the ATCT reopens, they will make a broadcast stating the intention to open and request that all vehicles report with call sign and location. When this broadcast is made, vehicle operators will contact the ATCT as requested. The ATCT shall establish radio contact with all known vehicles prior to declaring the airfield controlled.

8.4.6. Unscheduled/Emergency Airfield Opening. During airfield closures, WG/CP shall serve as the communications focal point for all schedule changes and unscheduled airfield openings and notify Airfield Operations personnel of any such changes not included on the flying schedule.

8.4.6.1. Mandatory response time for on-call personnel is 30 minutes.

8.4.6.2. AMOPS will complete an airfield check within 30 minutes of opening the airfield.

8.4.7. Engine Runs/Aircraft Tows. The Maintenance Operation Center shall have approval authority for all aircraft engine runs and aircraft tows when the ATCT is closed. All actions will be prior coordinated with WG/CP to ensure proper notifications and security protocols.

8.4.8. Class Delta Airspace. When the ATCT is closed, the Andersen AFB Class Delta shall be released to Guam ARTCC and considered Class Echo airspace.

8.4.9. Secondary Crash Net. IAW 36 OSS/OSAM and 36 WG/CP, *Secondary Crash Net Activation Authority* Letter or Agreement, the 36 WG/CP shall be responsible for the operation of the SCN when airfield is closed.

8.4.10. NOTAMS. AMOPS shall coordinate all required NOTAM action.

8.4.11. Commander's Information Net. During on-call operations, the WG/CP shall be responsible for all activations (e.g. weather warnings/watches/advisories, exercise messages, Force Protection Condition (FPCON) levels, senior commander-directed messages, etc.).

8.5. Flight Information (FLIP) Accounts, Procedures for Requesting Changes.

8.5.1. The primary/alternate FLIP managers are appointed by the AFM and will:

8.5.1.1. Review each new FLIP edition for the accuracy and consistency of airfield data. Compare local base data with data published in other FLIP products (approach plates, enroute supplement, area planning), operating instructions (Airfield Operations Instruction, OPLANs), and flight planning room displays. Document the FLIP product title, date of product, date completed, discrepancies noted, fix action, date corrected, and name/initials of individual performing the review. Maintain results of each review for at least three months.

8.5.1.2. Prepare and coordinate non-procedural FLIP changes with appropriate local agencies before submission IAW General Planning, Chapter 11.

8.5.1.2.1. The AFM approves non-procedural FLIP change requests and will monitor and track non-procedural FLIP changes until corrected.

8.5.1.3. If a new FLIP product is not received by the effective date, mark material as "OUTDATED."

8.5.2. All local flying units maintain their own FLIP accounts. AMOPS only stocks and maintains a limited quantity of FLIPS in the flight planning room for transient crew use.

8.6. Prior Permission Required (PPR) Procedures. Transient aircraft must request a PPR number from AMOPS at least 24 hours prior to arrival, except for weather evacuation aircraft. A valid AMOPS-issued PPR number is required for all transient aircraft except AMC, Air Evac, and Special Air Mission.

8.6.1. AMOPS will coordinate with TA to ensure ramp space is available prior to issuing a PPR number and with WG/CP for all weather evacuation requests.

8.6.2. AMOPS will forward PPR information to the WG/CP daily for inclusion into the daily flying schedule.

8.6.3. The ATCT will coordinate unscheduled arrivals (no PPR number) with AMOPS before issuing a landing clearance.

8.6.3.1. Unless an emergency exists, ATC will not issue a landing clearance to civilian/unauthorized aircraft unless a PPR number is issued by AMOPS.

8.7. Air Evac Notification and Response Procedures. The WG/CP is designated as the single base agency responsible for coordinating Air Evac notification and response procedures for aeromedical airlift aircraft.

8.7.1. The ATCT will notify WG/CP and when an arriving aeromedical airlift aircraft is 15 miles out and will relay any other requested information if able.

8.8. Search and Rescue Notification Procedures. Upon notification of an HSC-25 search and rescue mission, AMOPS will immediately notify the ATCT and WG/CP.

8.9. Unscheduled/Unauthorized Aircraft Arrivals.

8.9.1. The ATCT will activate the PCAS when an unscheduled/unauthorized aircraft intends to land at Andersen AFB.

8.9.2. AMOPS will activate the SCN.

8.9.3. The ATCT will direct the aircraft to the East or West end of Taxiway C, unless otherwise directed by AMOPS or the OSC.

8.9.4. The WG/CC or designated representative will identify an unauthorized landing as either an emergency, inadvertent, or intentional landing and assess applicable fines and/or landing fees IAW AFI 10-1001, *Civil Aircraft Landing Permits*.

8.9.4.1. Andersen is an approved designated weather alternate for all scheduled air carriers IAW AFI 10-1001, *Civil Aircraft Landing Permits*, Attachment 2.

8.10. Distinguished Visitor (DV) Notification Procedures.

8.10.1. The ATCT will request a 100-mile out-call from Guam ARTCC for DV arrivals and notify AMOPS. Advance DV notifications are secondary in nature to ATC service, and will be provided on a workload permitting basis.

8.10.2. AMOPS will forward this notification to the AOF/CC, SFS, Protocol, TA, Customs, and WG/CP, as required.

8.11. Special Quiet Hours.

8.11.1. Special quiet hours are approved by 36 OG/CC and must be routed through 36 OSS/OSA three weeks prior to the event start date. The request must include the type of event, location and expected start and end times (in Local and Zulu). Any changes to information submitted in the request must be forwarded to 36 OSS/OSA as soon as possible or may result in the change request being disapproved.

8.11.1.1. Quite hours are not applicable to emergencies, lifeguard (or med-evac/air-evac requesting priority), search and rescue, presidential movement/support, or flight check aircraft.

8.11.2. 36 OSS/OSA will determine a quiet hour category based on the information in the quiet hour request to provide a reasonable balance between flying operations and reduced

noise for the event. This quiet hour category recommendation will be forwarded to the 36 OG/CC for final approval.

8.11.3. The special quiet hour categories are:

8.11.3.1. Category One. The airfield will be NOTAM closed to arrivals, departures, practice approaches, aircraft movement, engine starts, engine runs and AGE operations will be terminated.

8.11.3.2. Category Two. Only straight-in full stop arrivals to the runway further from event location will be authorized. Arriving aircraft may taxi to park provided they do not pass in close proximity to the event location. Departures will not be allowed or restricted to North/South Runway. Engine starts, engine runs, practice approaches, and AGE operations will be terminated. If required, vehicle traffic adjacent to the event location will be terminated. This category will mainly be used for high-visibility events such as Wing/Group Change of Command, Wing Commander All-Calls, and retirements for Chief Master Sergeants, Colonels and above.

8.11.3.3. Category Three. Aircraft and maintenance operations will be restricted only in the immediate vicinity of the scheduled event.

8.11.3.3.1. Hangar 1 Quiet Hour Event. Aircraft taxi, tow and engine run ops not authorized on Taxiway A/B and associated hardstands/parking ramps between Taxiway F and G. Tows will be allowed if hangar doors are closed for the event.

8.11.3.3.2. Hangar 6 Quiet Hour Event. Aircraft taxi, tow and engine run ops are not authorized on Taxiway B and associated hardstands/parking ramps between Taxiway G and K. Tows will be allowed if hangar doors are closed for the event.

8.11.3.3.3. Arc Light Park Quiet Hour Event. Aircraft taxi, tow and engine run ops not authorized on Taxiway A/B and associated hardstands/parking ramps between Taxiway E and G. Tows will be allowed if hangar doors are closed for the event.

8.11.3.3.4. HSC-25 Hangar Quiet Hour Event. Aircraft taxi, tow and engine run ops not authorized on Delta Loop and associated hardstands/parking ramps and engine run up pads. Tows will be allowed if hangar doors are closed for the event.

8.12. Aircraft Cargo/Passenger Loading and Unloading. Aircraft cargo/passenger loading and unloading is only authorized on aircraft parking spots, with the following exceptions:

8.12.1. Aircraft schedule to park on South Ramp 3.

8.12.2. Aircraft parking in front of the HSC-25.

8.12.3. Locations previously coordinated through and approved by AMOPS.

8.13. Dangerous/Hazardous Cargo. The Joint Federal Travel Regulations (JFTR) and AFI 11-204; *Operational Procedures for Aircraft Carrying Hazardous Materials*, govern handling of all aircraft carrying hazardous cargo landing at or departing from AAFB.

8.13.1. A requirement for an Andersen PPR is the declaration of dangerous/hazardous cargo. If such cargo is onboard a non-combat-coded aircraft, AMOPS will consult Air Terminal Operations Center (ATOC) to ensure adequate handling capability exists prior to issuing the PPR. On combat-coded aircraft, parking arrangements based on necessary separation will be

reviewed by AMOPS prior to issuing a PPR. A PPR will not be issued to an aircraft carrying unknown hazardous cargo. AMOPS will coordinate parking assignments with TA, as required. Most aircraft parking locations on the center ramp may be used for explosives laden aircraft. Standard parking locations for aircraft carrying hazardous material and/or inert devices are depicted on Andersen's D-8 Tab, *Explosive Safety Zone*.

8.13.2. The ATCT will contact AMOPS for aircraft parking assignments if not previously coordinated.

8.13.3. Any request for EOD support to aircraft loaded with munitions or aircraft weapon systems will require the aircraft be shut down prior to EOD personnel approaching the aircraft.

8.14. Firing Range/Explosive Ordnance Disposal Activities. When the AAFB EOD or Firing Range (both located near Sirena Beach) is activated the following actions will be accomplished:

8.14.1. Firing Range Activities IAW 36 WG/CC's ORM Assessment:

8.14.1.1. Engineering Technical Letter 08-11, *Small Arms Range Design and Construction*, requires the firing range to have an established Vertical Danger Zone (VDZ) covering the entire Surface Danger Zone based on the weapons utilized for training. Due to the location of the range, the Surface Danger Zone covers much of the airfield and cantonment areas. Therefore to mitigate risk to aircraft and personnel, the procedures outlined below preclude range overflight during live fire operations by low flying aircraft.

8.14.1.1.1. 36 SFS/S4/CATM NCOIC or authorized range users will contact the ATCT 30 minutes prior to and immediately upon termination of all live fire operations. SFS or users will verify with the ATCT 5 minutes prior to commencing live fire operations to ensure approval is granted. Should the ATCT request cease-fire, SFS will notify the ATCT when firing has ceased to allow aircraft to over fly the range. SFS will fax a weekly firing range schedule to AMOPS NLT 1700L on Friday for the following week.

8.14.1.1.2. The ATCT will:

8.14.1.1.2.1. Inform all aircraft of live fire operations at the small arms range and to avoid direct overflight of the range safety area.

8.14.1.1.2.2. If air traffic conditions require direct overflight of the range safety area (i.e. HSC-25 search and rescue launch), contact range personnel to direct a cease-fire and provide an estimated cease fire duration time. The ATCT will advise rotary wing aircraft upon notification of cease fire. The ATCT will call back when conditions are safe to resume firing.

8.14.1.1.2.3. Notify AMOPS prior to and immediately after all live fire operations.

8.14.1.1.2.4. If the DATIS is operational, announce live fire operations are in progress.

8.14.2. For EOD Range Activities:

8.14.2.1. 36 CES will:

8.14.2.1.1. Coordinate with AMOPS at least 72 hours in advance of any planned EOD detonations and as soon as possible for emergency detonations. EOD is responsible for providing AMOPS dimensions of affected airspace and duration of activity.

8.14.2.1.2. Obtain permission from the ATCT 30 minutes prior to detonating ordnance/activating the AAFB EOD range and provide emergency contact number for activity termination.

8.14.2.1.3. Verify permission from the ATCT 5 minutes prior to detonating ordnance/activating the AAFB EOD range to ensure final approval.

8.14.2.1.4. Advise the ATCT when the activated areas are no longer active.

8.14.2.2. AMOPS will coordinate the issuance of a local NOTAM of proposed activity to include the area(s) affected, altitude clearance required, and date/time of occurrence.

8.14.2.3. The ATCT will:

8.14.3.1. Will ensure affected airspace within Andersen's Class Delta is protected and coordinate with Guam ARTCC to ensure any airspace required outside of Andersen's Class Delta is protected by Guam ARTCC.

8.14.3.2. Inform affected aircraft when areas are active and inform aircraft of airspace to avoid.

8.14.3.3. Notify Guam ARTCC and AMOPS when activities are complete and areas are cold.

8.15. Radio Frequency Radiation Hazard Avoidance Procedures.

8.15.1. When it becomes necessary for the 22d Space Operations Squadron/DET 5, Guam Satellite Tracking Station, to generate higher than normal power on their transmitters, the following procedures shall apply to reduce the potential hazard to aircraft operating in the area.

8.15.1.1. DET 5 will notify the ATCT prior to running antenna transmitters at higher than normal power and when normal operations have been resumed.

8.15.1.2. Andersen ATCT will broadcast the following advisory on all assigned frequencies and UHF/VHF guard: *"ATTENTION ALL AIRCRAFT, RF RADIATION HAZARD EXISTS WITH 1 NM OF THE GUAM SATELLITE TRACKING STATION LOCATED AT NORTH WEST FIELD, 3,100' MSL AND BELOW, USE CAUTION."*

8.15.1.2.1. Once notified that normal operations are resumed, broadcast the following on assigned frequencies and UHF/VHF guard: *"ATTENTION ALL AIRCRAFT, GUAM SATELLITE TRACKING STATION HAS RESUMED NORMAL OPERATIONS."*

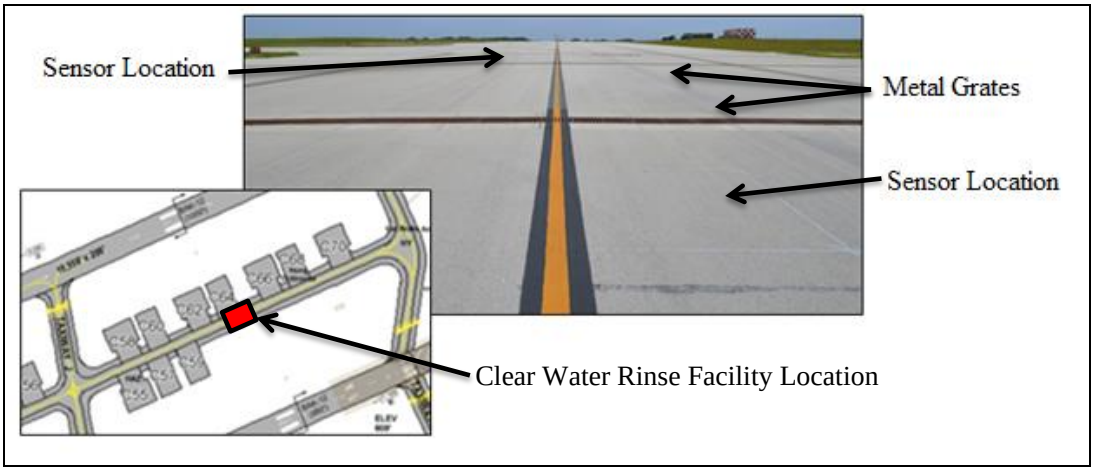
8.16. Andersen AFB Uncontrolled Airfield Operation Procedures. Uncontrolled Airfield Operations are in place solely for HSC-25 operations, should the ATCT be closed for any reason and will be conducted IAW the 36 OG and HSC-25, *AAFB Uncontrolled Airfield Operations*, LOA.

8.17. Clear Water Rinse System. Aircraft requesting to use the clear water rinse system will request system activation through the ATCT on the Ground frequency.

8.17.1. Once the system is armed, it will remain armed for 7 minutes or until it is activated. Activation of the system begins when the aircraft taxis over the pressure sensor, which is located approximately 30 feet prior to either side of the metal grates running across the taxiway.

8.17.2. Aircraft will taxi through the system at 2 mph unless otherwise directed.

Figure 8.1. Clear Water Rinse Diagram (Facing East)



8.18. Control of Airfield Lighting.

8.18.1. The ATCT will release control of airfield lighting at the request of airfield lighting personnel, providing no aircraft are scheduled inbound or outbound within 30 minutes. During IFR conditions, release will only be allowed in conjunction with the above operational restrictions and a five minute recall availability.

8.18.2. All reported or identified lighting outages will be passed to AMOPS for notification of airfield lighting personnel.

8.18.3. 36 CES Airfield Lighting will control the airfield lighting systems from the lighting vault during ATCT control panel outages.

8.18.4. Airfield Lighting will be responsible for the operation of the airfield lighting systems when the ATCT is closed, or operating from the alternate ATCT location.

8.19. Night Vision Device (NVD) Operations. NVD operations conducted by HSC-25 will be IAW HSC-25 and 36th OSS, *ATC Procedures for HSC-25 Flight Operations at Andersen AFB, North West Field and Andersen South*, LOA. All other NVD operations conducted at AAFB require 36 OG/CC pre-approval.

8.20. Local Aircraft Priorities. ATC services are provided on a first-come, first served basis as circumstances permit, with the exception of the operational priorities listed in FAAO JO 7110.65.

8.20.1. Andersen AFB specific aircraft priorities are listed in the following order:

8.20.1.1. Emergencies. Manned Aircraft have priority over Unmanned Aircraft.

8.20.1.2. Alert Launch.

8.20.1.3. Air Evac Missions (Requesting Priority).

8.20.1.4. Search and Rescue (SAR) Missions.

8.20.1.5. Distinguished Visitor Aircraft.

8.20.1.6. RQ-4 Departures.

8.20.1.7. IFR Operations.

8.20.1.8. VFR Operations.

8.20.2. The SOF may coordinate with the ATCT Watch Supervisor to adjust these priorities in the interest of safety.

8.21. Airfield, Ramp and Crash Net Monitoring Procedures.

8.21.1. The following procedures outline the ATCT and AMOPS responsibilities for monitoring the Airfield, Ramp and Crash Nets. These procedures are established to reduce the number of non-essential discussions being monitored in the ATCT.

8.21.1.1. The ATCT will monitor the Airfield Net for vehicles requiring access to or operating within the CMA.

8.21.1.2. AMOPS will monitor the Airfield and Ramp Nets at all times. When AMOPS hears a vehicle/agency calling the ATCT on the Ramp Net for access to the CMA, AMOPS will advise vehicle or agency to switch to Airfield Net.

8.21.2. The following procedures outline the ATCT and Fire Department responsibilities for monitoring the Crash Net.

8.21.2.1. The ATCT will:

8.21.2.1.1. Monitor the Crash Net whenever requested by the Fire Department to assist vehicles responding to an emergency on the airfield.

8.21.2.1.2. Monitor Crash Net whenever crash assist vehicles are operating within the CMA.

8.21.2.1.3. Automatically monitor the Crash Net whenever the PCAS is activated, broadcast *"TOWER IS ON THE CRASH NET"* upon initial monitoring, and broadcast *"TOWER IS OFF THE CRASH NET"* upon termination of monitoring.

8.21.2.2. Fire Department will:

8.21.2.2.1. Call the ATCT on a landline for Crash Net activation, whenever vehicle access into the CMA is required and the PCAS has not been activated.

8.21.2.2.2. Acknowledge all on/off Crash Net calls by the ATCT.

8.22. Complete ATC Radio Failure. If either Guam ARTCC or the Andersen ATCT has a complete loss of radios, pilots can expect clearance and other ATC instructions to be relayed via landline through the following communications channels:

8.22.1. Loss of Guam ARTCC radios:

8.22.1.1. Andersen ATCT – UHF and VHF.

8.22.1.2. Agana ATCT – VHF and UHF.

8.22.1.3. Honolulu ARINC – High Frequency.

8.22.2. Loss of Andersen ATCT Radios:

8.22.2.1. Guam ARTCC – VHF and UHF.

8.23. Relay of ATC Clearances and Instructions. Personnel outside of ATC agencies will not engage, at any time, in the control of air traffic. However, the WG/CP and other operations personnel may relay ATC clearances and instructions as received from Guam ARTCC or Andersen ATCT. Information that will be relayed to an aircraft by a non-ATC facility will be prefixed *with "A-T-C CLEARS"*, *"A-T-C ADVISES"*, or *"A-T-C REQUESTS"*, IAW FAAO 7110.65, *Air Traffic Control*. Clearances and instructions will be relayed verbatim at all times.

8.24. Opposite Direction Traffic. Opposite direction operations may be authorized dependent upon mission requirements and will be conducted IAW the Guam ARTCC and Andersen ATCT, *Inter-Facility Coordination Procedures*, LOA.

8.25. Bomber Engine Running Crew Change (ERCC) Procedures. The primary location for a B-1/B-52 ERCC is on Taxiway C and the primary location for a B-2 ERCC is South Ramp-5. ERCC operation will be conducted IAW all applicable aircrew and maintenance procedures.

8.26. Banner Tow Procedures. All banner tow operations shall be coordinated with AMOPS and 36 WG Scheduling a minimum of 10 duty days prior to planned operations.

8.26.1. Operations to the banner tow runway shall be suspended 30 minutes prior to banner tow aircraft's scheduled departure time to allow the installation team time to layout banner and associated cable and lanyard on runway.

8.26.2. The Banner Tow installation team will ensure both the approach and departure end BAK-12 aircraft arresting gear cables are removed and laid to the side to prevent entanglement and/or cable damage upon departure.

8.26.3. Inflight banner release is not authorized over Andersen's airfield unless previously coordinated with AMOPS. Fortress DZ at NWF, if available, is the preferred drop zone for banner tow operations.

8.27. Exercises Involving ATC Facilities or Controlled Movement Areas. IAW AFI 13204 V3; *Airfield Operations Procedures and Programs,* the Airfield Operations Flight Commander or designated representative must be briefed 48 hours in advance of exercises that involve any ATC facility or the Airfield's CMA.

8.27.1. The ATCT Watch Supervisor will ensure ATC participation in exercise does not degrade ATC services. The ATCT Watch Supervisor may interrupt or discontinue facility participation in any exercise if flight safety is in question or if it interferes with the recovery of emergency aircraft.

8.28. Exercise Scramble Procedures.

8.28.1. Communications:

8.28.1.1. Primary notification of an Air Defense Scramble will be via Scramble Hotline. When the phone rings simply answer *"TOWER"* and wait for the message from *"JUNGLE OPS"*.

8.28.1.2. Active scramble or practice scramble aircraft will use the pre-determined call-signs. The alert tanker, if available, will also have a pre-determined call-sign. All aircraft will adhere to normal departure procedures.

8.28.1.3. Frequency 239.3 has been designated for air defense scramble operations and shall be monitored at all times during the exercise. This frequency will be used for issuing clearances and taxiing aircraft for departure unless otherwise coordinated. Frequency 269.5 shall be used as an alternate scramble frequency but will be used by Guam ARTCC controllers for the ATCAA or intercept.

8.28.2. Departure Procedures:

8.28.2.1. Alert fighter aircraft, upon notification of "Hot Scramble", will taxi via Taxiway F and depart Runway 06R, regardless of runway in use. If Runway 06R is closed, alternate taxi routes will be provided for aircraft to depart Runway 06L.

8.28.2.2. Approach and departure end runway arresting gear will be in the raised position for both runways. If unable to raise all four arresting gear the SOF will be notified.

8.28.2.3. Once notified of a scramble, the ATCT shall clear all conflicting traffic from the area.

8.28.2.4. Upon notification of taxi, the ATCT shall issue all pertinent airfield information and the following canned clearance based on prior approval/coordination with Guam ARTCC for participating aircraft: *"AIRCRAFT CALLSIGN, CLEARED TO ATCAA # AS FILED, SQUAWK ####".*

8.28.2.5. After the aircraft is cleared for take-off on the Local Control frequency (233.7), aircraft will be switched to departure frequency. Additional transmissions concerning safety of flight will be broadcast over frequency 243.0

8.29. Silent Launch Procedures.

8.29.1. During initial engine run prior to aircrew stepping to the aircraft, the Flight Lead shall contact the ATCT to receive the flight clearance and transponder code via a recorded frequency or landline.

8.29.2. The Flight Lead will squawk 1200 and "ident" when ready for taxi. The ATCT will issue a flashing green light to approve taxi after observing the "ident". In the event that "ident" is not observed, Flight Lead will communicate through the SOF to initiate aircraft taxi.

8.29.3. Aircraft will hold short of all runway intersections until receiving a subsequent flashing green light for approval to cross the runway or to "*LINE UP AND WAIT*."

8.29.3.1. Upon reaching the approach end of the departure runway, the aircraft will hold approximately 1,000 feet short of hold lines until ready. This will serve as a clear indication to the ATCT that the aircraft is ready to observe the light gun signals and depart.

8.29.3.2. The ATCT shall broadcast current wind and altimeter setting in the blind prior to issuing the flashing green light for "*LINE UP AND WAIT*."

8.29.4. After coordinating the departure release with Guam ARTCC, the ATCT shall issue the steady green light for departure approval.

8.29.4.1. If Guam ARTCC issues a departure clearance other than what was previously issued, the ATCT will issue the revised climb-out instructions over the standard local control frequency and ensure appropriate read back is received.

8.29.5. The Flight Lead will switch to departure prior to takeoff roll and contact Guam ARTCC as soon as practicable.

8.29.6. Safety is critical to this operation. Aircrew will monitor the control tower closely and comply with the light signals at all times. If any situation occurs that could compromise safety, the operations will be terminated immediately.

8.30. Air Base Defense. Procedures shall be executed as outlined in the Memorandum of Understanding between the FAA and USPACOM regarding intercept procedures and authorization for interceptor operations.

8.31. Civilian Aircraft Operations and Use of Military ATCALS. Civil aircraft desiring to operate at AAFB and/or use military ATCALS must comply with procedures in AFI 10-1001, *Civil Aircraft Landing Permits;* AFI 10-1002, *Agreements for Civil Aircraft Use of Air Force Airfields*; AFI 10-1003, *Use of Air Force Installations for Non-Government Business by Civil Air Carriers Participating in the Civil Reserve Air Fleet (CRAF) Program*; and AFI 10-1801 *Foreign Governmental Aircraft Landings at United States Air Force Installations* as applicable.

8.32. Off-Station Operations and Use of Civilian Airfields.

8.32.1. Aircrews are responsible for ensuring the security of their aircraft at the destination. For diverts, ensure WG/CP has coordinated for aircraft security. If aircraft security is in question, remain with the aircraft until security is confirmed.

8.32.2. Off-station operations will be conducted IAW the "Cross-Country and Divert" procedures described in the 36 WG IFG.

8.32.3. Aircraft operating from AAFB will coordinate the usage of civilian airfields in conjunction with local operations (within 200 NM), through AMOPS. AMOPS will coordinate with civilian airfield managers and local authorities to ensure they are properly informed and gain concurrence and approval when needed.

8.32.4. RQ-4 pilots will comply with each COA and LOA in effect between AAFB and other ATC facilities.

8.32.5. Off-Station transitions for B-52 aircraft. Low approaches (including simulated emergency patterns) are permitted at Guam International and Saipan International Airports when approved by ATC. Transition at other locations requires 36 OG/CC approval.

8.33. Aero Club Operations. AAFB does not have an aero club assigned.

8.34. Noise Complaints. 36 WG/PA is the focal point for tracking and responding to aircraft noise complaints. PA will attempt to determine the unit involved with the assistance of Airfield Operations.

8.35. Weather Dissemination and Coordination Procedures. Hazardous and Severe weather notification procedures, including lightning response actions, are addressed in 36 WGI 15-101, *Andersen Weather Support*.

8.35.1. Weather Recall. Weather recalls are initiated by SOF in coordination with the 36 OG/CC. The ATCT will broadcast a weather recall on Guard Frequencies. Aircrews will terminate the mission and contact the SOF for instructions.

8.35.2. Weather Warnings, Watches, and Advisories. ATCT will relay information verbatim to aircraft under its control until the information is published on the DATIS. AMOPS will transmit weather warnings via the SCN, Airfield Net, and Ramp Net.

8.35.2.1. ATCT will report the following items to the Weather Flight as part of the Cooperative Weather Watch (CWW) program:

8.35.2.1.1. Visibility values IAW FAAO 7110.65, *Air Traffic Control*.

8.35.2.1.2. When lightning, tornado, waterspout, funnel clouds are first observed or a thunderstorm or precipitation begins or ends.

8.35.2.1.3. When obscuring phenomena (e.g. fog, haze, smoke) are first observed and any subsequent changes in intensity.

8.35.2.1.4. When ceiling or sky cover raises, lowers, forms or dissipates and could necessitate a change in airfield status.

8.35.2.1.5. Any condition which may affect the safety of arriving/departing aircraft.

8.35.2.2. The Weather Flight observer, upon notification by the ATCT of any of the above items shall make a visual weather observation and disseminate an official observation as required.

8.35.2.3. ATCT will check the Pilot-to-Metro-Service (PMSV) frequency, ATC duties permitting, when requested by the Weather Flight. System problems will be relayed to the Weather Flight for resolution.

8.35.2.4. ATCT will relay PIREPs to the Weather Flight.

8.35.3. Aircraft Procedures for Lightning within 5 NM. When Andersen Weather declares lightning within 5 NM, take the following action:

8.35.3.1. Aircraft in the Chocks. Prior to engine start, evacuate aircraft and seek immediate shelter. After engine start, contact the SOF for guidance. Ground crews should be cleared off as soon as possible during a lightning warning.

8.35.3.2. Aircraft in the Air. Andersen ATCT will issue the lighting warning to all aircraft regardless if the aircraft reports having the current DATIS. The SOF will coordinate with the 36 OG/CC to determine the proper course of action. The SOF will inform the 36 OG/CC of weather cell location and direction of movement. Without additional guidance from the SOF, airborne aircraft can expect to hold until the lightning warning is cancelled.

8.35.3.2.1. When a SOF is not available the pilot in command is responsible for compliance with AFI 11-202V3_PACAFSUP_I, *General Flight Rules*.

8.35.3.3. Aircraft on the Ground. Unarmed aircraft on the ground; prior to arming or post de-arm will taxi back to the chocks. Armed aircraft on the ground will hold in the appropriate arm/ de-arm location. Contact the SOF to determine the anticipated length of delay and fuel load of appropriate aircraft. Based on the SOFs information, the production superintendent will determine whether the aircraft needs to return to chocks and shut down or stay at the appropriate arm/ de-arm area until lightning is no longer within 5 NM. Only the minimum personnel required to safely recover/ground aircraft will be used.

8.35.3.3.1. When aircraft reach emergency fuel, the SOF will coordinate with the MOC for de-arming (in the de-arm area) and engine shutdown at the aircraft's assigned parking area using the minimum number of personnel as possible. After de-arm, aircraft will taxi to parking. Flights of aircraft in the same parking area will be shut down together to minimize personnel exposure.

8.36. Bird and Wildlife Control, Bird Aircraft Strike Hazard (BASH), and Bird Conditions. Guidelines for the BASH program are outlined in 36 WG OPLAN 91-212, *Bird/Wildlife Aircraft Strike Hazard Plan.*

8.37. Supervisor of Flying Operations in the Tower. SOFs serve as the 36 OG/CC representatives for flying related issues. The ATCT Watch Supervisor (WS) / Senior Controller (SC) serves as the expert for ATC related issues. Together, they will jointly assure a safe and efficient flow of air traffic.

8.37.1. Coordination:

8.37.1.1. The ATCT WS/SC will keep the SOF advised of the current status of the runway, barriers, NAVAIDS, air traffic and any other situations that may affect flying operations.

8.37.1.2. The SOF will advise ATCT WS/SC of Pilot Reported (PIREP) information received from aircrews and the WS/SC will relay PIREP information to the SOF, when available.

8.37.1.3. The SOF's callsign is "Foxtrot".

8.37.2. SOF Position Equipment in the ATCT includes a VHF and UHF radio, NIPR computer, direct line and multiple line telephone. Minimum required equipment for the SOF is a UHF radio and LMR which is normally maintained in the ATCT.

8.37.2.1. ATC may require use of the SOF multi-channel radios during equipment outages. Conversely, the SOF may also request use of the ATCT radios and telephones when necessary.

8.37.2.2. The SOF shall relay all equipment outages to the WS/SC, who will initiate repair actions. For any issue that is beyond the control of the WS/SC; the SOF will contact the CCTLR or AOF/CC for resolution.

8.37.3. Special Conditions and Emergencies:

8.37.3.1. Whenever ATC becomes aware of an emergency aircraft intending to land at Andersen or local airport, the SOF will be advised as soon as possible. Relaying information to the SOF does not take priority over performance of required ATC duties.

8.37.3.2. If the SOF declares an emergency or becomes aware of an aircraft experiencing an emergency, he/she will advise the ATCT WS/SC as soon as possible with all available information.

8.37.3.3. The SOF may relay emergency information to aircraft through the ATCT controllers. ATC will relay messages provided by the SOF verbatim and preface transmissions with, "*SOF ADVISES/DIRECTS*." When advice is extremely technical, or when the SOF feels that relay of information by the controller could cause an unacceptable delay, the SOF may, after the approval of the WS/SC, communicate directly with the aircraft involved on the ATC frequency. At other times, such as a change in schedule, a change in alternate base, or other non-ATC matters, the aircraft will be instructed to contact the SOF on the SOF frequency. The SOF must not perform ATC functions or transmit ATC instructions or clearances to an aircraft. If a need for ATC instructions arises while aircraft are on SOF frequency, the SOF will immediately instruct the aircraft to return to the ATC frequency.

8.37.4. SOF Access to ATCT. The 36 OG/OGV SOF Program Lead will provide the ATCT a validated EAL for SOF personnel. Only personnel listed on the EAL will be permitted unescorted access to the ATCT.

8.37.5. Use of Headsets. To reduce unnecessary noise levels that can lead to a possible hazardous situation, the SOF will use the ATC provided headset to the maximum extent possible. The SOF should monitor control positions for traffic information, arrival/departure times.

8.38. Airfield Photography. Photography is not permitted within restricted or controlled areas without the approval of the commander responsible for the area. Approved requests must remain with the individual authorized to take pictures after authentication by Security Forces personnel.

8.38.1. Requests for photography must be in writing and sent to 36 WG/PA (Attachment 17). PA will route the request to 36 OSS/CC, 36 OG/CC for approval and then to 36 SFS/S5 for authentication. Once the request is returned to 36 WG/PA, the requesting individual will be notified.

8.38.1.1. Unauthorized photography will result in apprehension by Security Forces for possible disciplinary action. The film or media card will be confiscated and turned over to Security Forces Office of Investigations.

8.39. Airfield Cell Phone Use Policy. Cell phone use on the airfield is prohibited while driving unless a hands-free device is used. If a hands-free device is not available all users in non-CMAs will pull over behind the wingtip clearance line and come to a complete stop before using a cell phone. In all instances, use of a cell phone on the airfield cannot interfere with the safe, efficient handling of aircraft or the airfield's ability to support operations.

8.40. Airfield Smoking Policy. IAW Air Force Occupational, Safety and Health Standard AFOSHSTD 91-100, *Aircraft Airfield Ground Operations and Activities* and AFI 40-102, *Fire Protection and Prevention*, smoking is prohibited on the airfield and in aircraft maintenance facilities.

8.41. Foreign Object Damage Prevention and Control. All airfield personnel have a responsibility to remove FOD from the airfield when observed. Airfield drivers encountering a

large amount of debris (rocks, dirt, pavement material, etc.) while on the airfield will notify AMOPS, to have a sweeper sent to the area. Refer to 36 WGI 13-213, *Andersen AFB Airfield Driving*, for more detailed procedures.

8.41.1. A FOD check will be accomplished on all vehicles exiting permanently closed portions of the airfield, see paragraph 1.8. for locations. These areas are marked with a painted yellow "X" on the pavement.

8.41.2. Wear of Hats. The CMA, taxiways and ramps are no hat areas due to FOD potential.

STEVEN D. GARLAND, Brigadier General, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

None

Prescribe Forms

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AAFB—Andersen Air Force Base

AFB—Air Force Base

AFI—Air Force Instruction

AFM—Airfield Manager

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

ALSF—Approach Lighting System, Flashing

AMS—Air Mobility Squadron

AMOPS—Airfield Management Operations

AOB—Airfield Operations Board

AOCI—Airfield Operations Compliance Inspection

AOF/CC—Airfield Operations Flight Commander

APU—Auxiliary Power Unit

ARTCC—Air Route Traffic Control Center

ASR—Approach Surveillance Radar

ATC—Air Traffic Control

ATCAA—Air Traffic Control Assigned Airspace

ATCALS—Air Traffic Control and Landing System

ATCT—Air Traffic Control Tower

ATOC—Air Terminal Operations Center

BAK—Barrier Arresting Kit

BASH—Bird Animal Strike Hazard

CATM—Combat Arms Training Maintenance

CCTLR—Chief Controller

CES—Civil Engineer Squadron

COA—Certificate Of Authorization

CMA—Controlled Movement Area

CS—Communications Squadron

DATIS—Digital Automated Terminal Information System

DME—Distance Measuring Equipment

DoD—Department of Defense

DV—Distinguished Visitor

DZC—Drop Zone Controller

EAL—Entry Authorization List

ECP—Entry Control Point

ELT—Emergency Locator Transmitter

EOD—Explosive Ordnance Disposal

EPU—Emergency Power Unit

ERCC—Engine Running Crew Change

ETA—Estimated Time of Arrival

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order

FAF—Final Approach Fix

FCF—Functional Check Flight

FFO—Forward Firing Ordnance

FIH—Flight Information Handbook

FL—Flight Level

FLIP—Flight Information Publication

FOD—Foreign Object Damage

FPCON—Force Protection Condition

HSC—25 — Helicopter Sea Combat Squadron TWO FIVE

HF—High Frequency

IAW—In Accordance With

IFE—In-Flight Emergency

IFG—In-Flight Guide

IFR—Instrument Flight Rules

ILS—Instrument Landing System

JM—Jump Master

JRM—Joint Region Marianas

KIAS—Knots Indicated Airspeed

LFE—Large Force Exercise

LMR—Land Mobile Radio

LNO—Liaison Officer

LOA—Letter of Agreement

LOC—Localizer

LRE—Launch Recovery Element

MARSA—Military Assumes Responsibility for Separation of Aircraft

METAR—Meteorological Aviation Report

MHz—Megahertz

MIRC—Marianas Islands Range Complex

MOC—- Maintenance Operations Center

MSA—Munitions Storage Area

MSL—Mean Sea Level

NAVAID—Navigational Aid

NM—Nautical Mile

NORDO—No Radio

NOTAM—Notice to Airmen

NR—North Ramp

NVD—Night Vision Device

NWF—North West Field

OG—Operations Group

OPR—Office of Primary Responsibility

ORM—Operational Risk Management

OSC—On-Scene Commander

OSS—Operations Support Squadron

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PIREP—Pilot Report

PMSV—Pilot-to-Metro Service

POFZ—Precision Obstacle Free Zone

POV—Privately Owned Vehicle

PPR—Prior Permission Required

RSC—Runway Surface Condition

RSRS—Reduced Same Runway Separation

RVR—Runway Visual Range

SALS—Short Approach Lighting System

SAR—Search and Rescue

SC—Air Traffic Control Tower Senior Controller

SCN—Secondary Crash Network

SFL—Sequenced Flashing Lights

SFO—Straight-in Flame-Out

SFS—Security Forces Squadron

SII—Special Interest Items

SOF—Supervisor of Flying

SR—South Ramp

SUA—Special Use Airspace

SVFR—Special Visual Flight Rules

ROC—Recovery Operations Chief

TA—Transient Alert

TACAN—Tactical Air Navigation

TERPS—Terminal Instrument Procedures

TFR—Temporary Flight Restriction

TORA—Take Off Run Area

TRSA—Terminal Radar Service Area

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VOR—Very high frequency Omnidirectional Range

VORTAC—Very high frequency Omnidirectional Range-Tactical Air Navigation

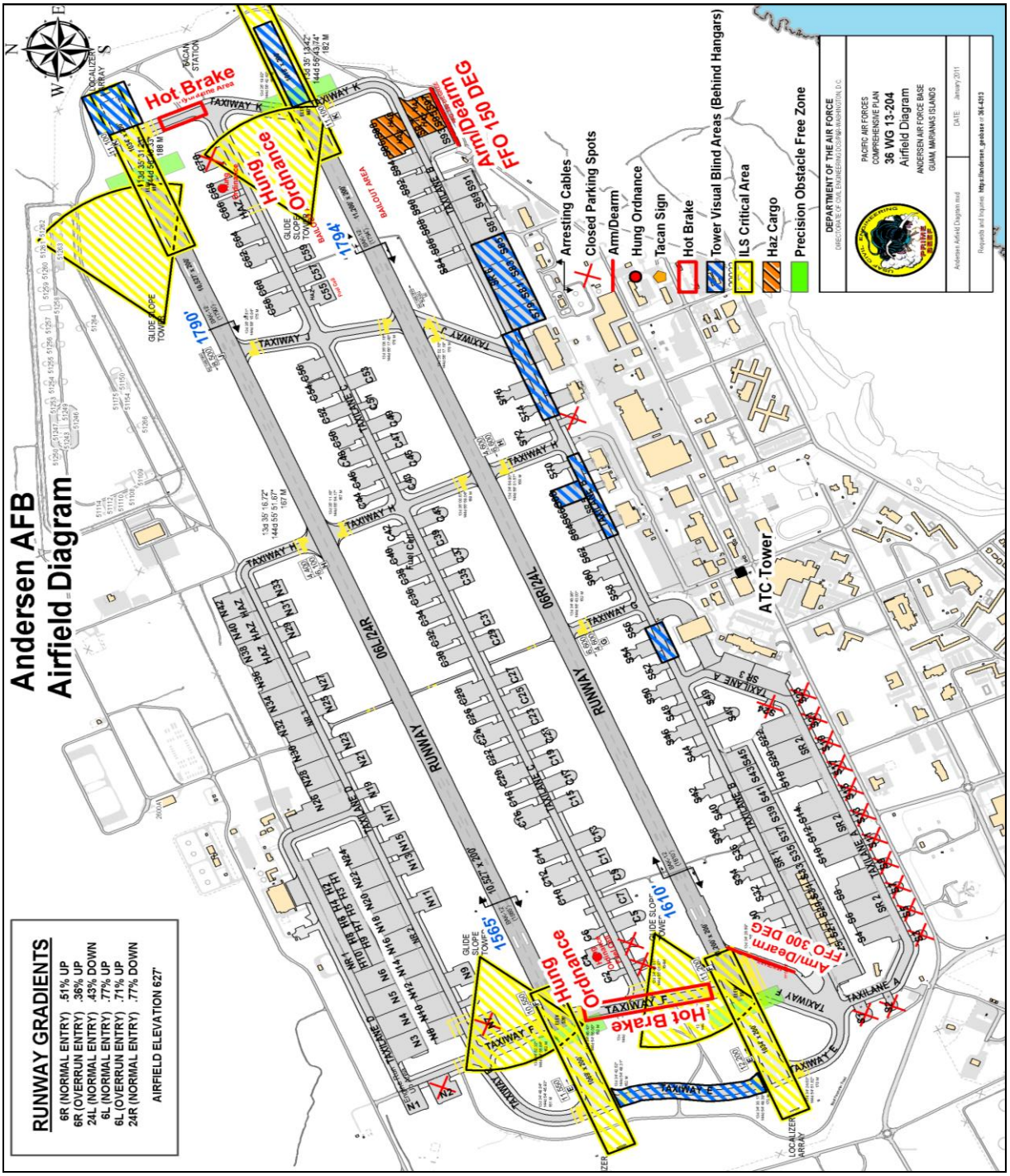
UHF—Ultra High Frequency

WS—Air Traffic Control Tower Watch Supervisor

Attachment 2

AIRFIELD DIAGRAM

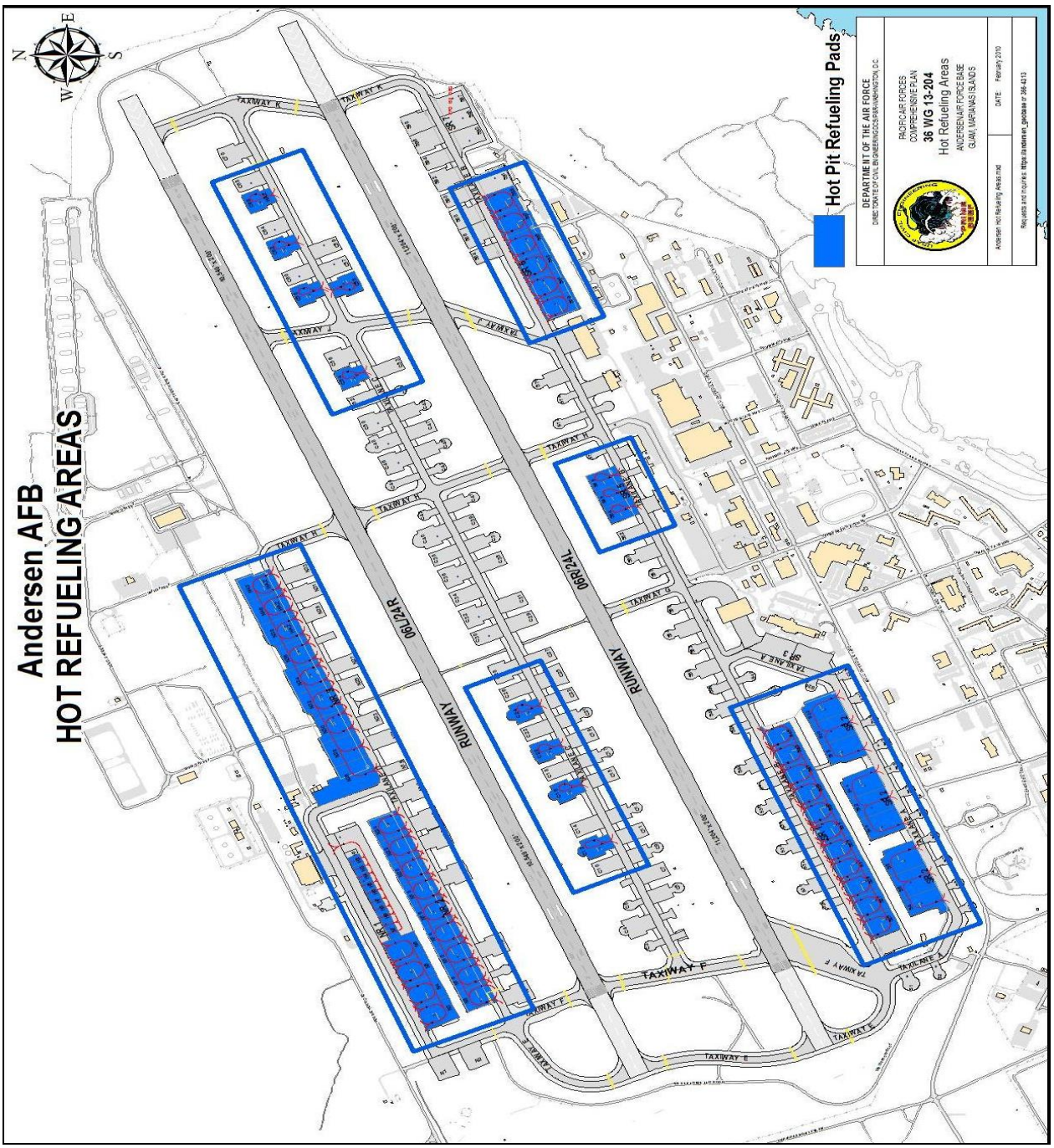
Figure A2.1. Airfield Diagram



Attachment 3

HOT REFUELING AREAS

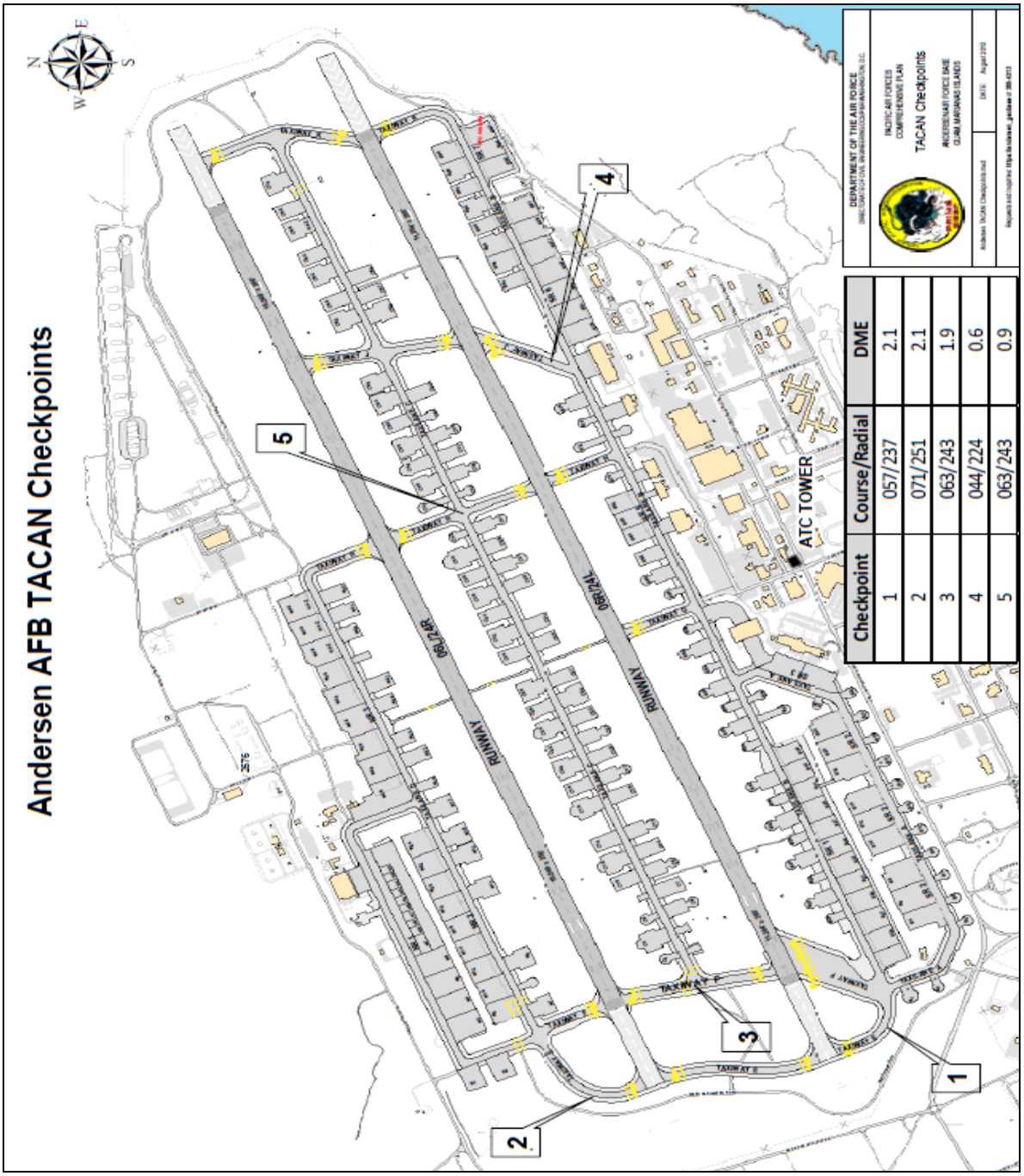
Figure A3.1. Hot Refueling Areas



Attachment 4

TACAN CHECKPOINTS

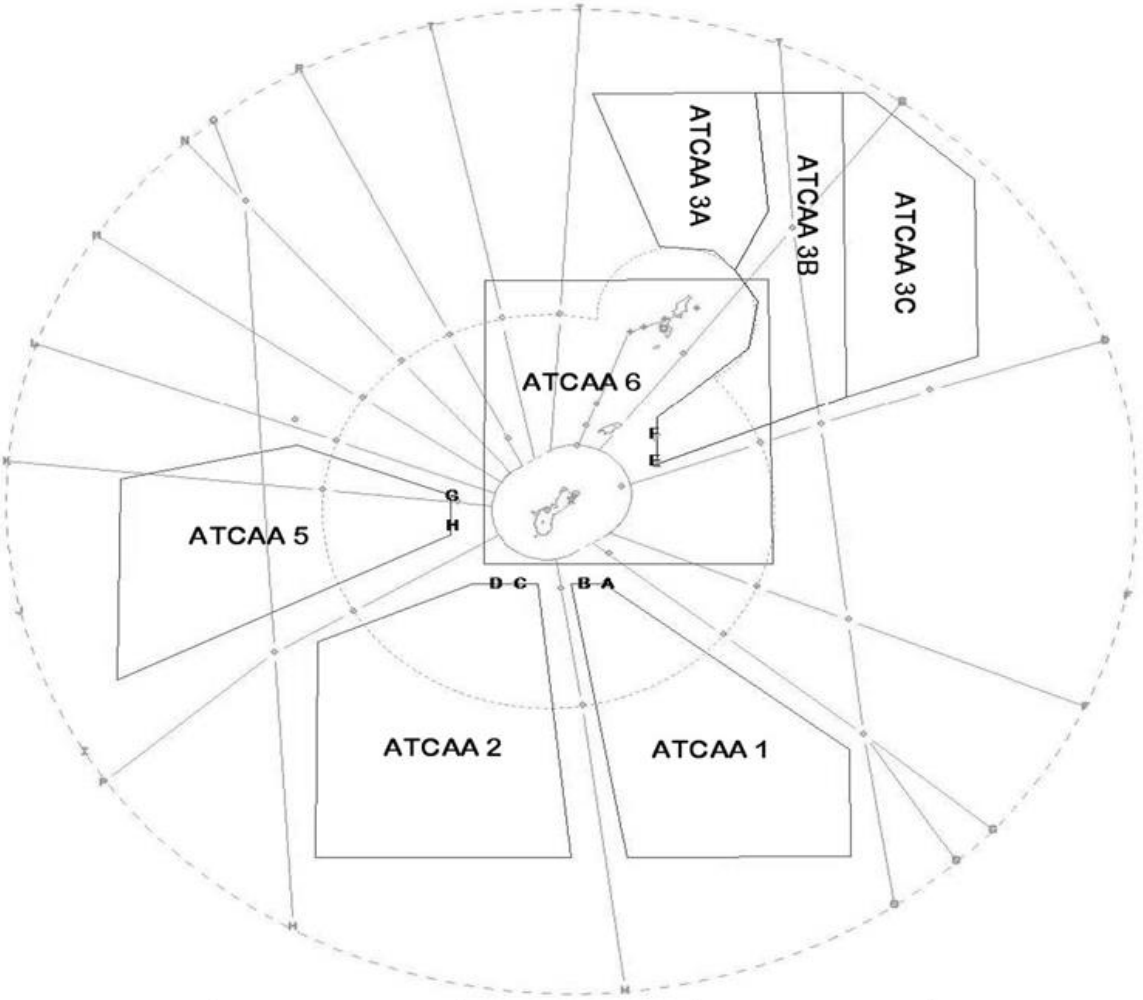
Figure A4.1. TACAN Checkpoints



Attachment 5

SPECIAL USE AIRSPACE

Figure A5.1. Special Use Airspace



ATCAA AIRSPACE	*ATCAA 1*	*ATCAA 2*	*ATCAA 3**	*ATCAA 5*
ENTRY	ALFA 1250N/14510E	CHARLIE 1250N/14430E	ECHO 1351N/14534E	GOLF 1335N/14400E
EXIT	BRAVO 1250N/14500E	DELTA 1250N/14420E	FOXTROT 1405N/14534E	HOTEL 1320N/14400E

Entry/Exit to ATCAA 3 A/B/C is via Echo/Foxtrot located on the southwestern edge of ATCAA 3B.

Table A5.1. ATCAA BOUNDARY6 COORDINATES

ATCAA BOUNDARY COORDINATES

ATCAA 1

0: N12 50.00 E145 10.00
1: N11 25.00 E147 00.00
2: N10 30.00 E147 00.00
3: N10 30.00 E145 20.00
4: N12 50.00 E145 00.00
5: N12 50.00 E145 10.00

SURFACE TO
UNLIMITED**
BY NOTAM

ATCAA 2

0: N12 50.00 E144 10.00
1: N12 50.00 E144 40.00
2: N10 30.00 E144 55.00
3: N10 30.00 E143 00.00
4: N12 20.00 E143 00.00
5: N12 50.00 E144 10.00

SURFACE TO
UNLIMITED**
BY NOTAM

ATCAA 3A

0: N17 00.00 E145 05.00
1: N17 00.00 E146 20.00
2: N16 00.00 E146 25.00
3: N15 30.00 E146 10.00
4: N15 40.00 E146 00.00
5: N15 42.00 E145 35.00
6: N17 00.00 E145 05.00

SURFACE TO
UNLIMITED**
BY NOTAM

ATCAA 3B

0: N17 00.00 E146 20.00
1: N17 00.00 E147 00.00
2: N14 25.00 E147 00.00
3: N14 07.00 E146 19.00
4: N14 35.00 E146 00.00
5: N14 50.00 E146 16.00
6: N15 14.00 E146 20.00
7: N15 30.00 E146 10.00
8: N16 00.00 E146 25.00

SURFACE TO FL300
ONLY**
BY NOTAM

ATCAA 3C

0: N17 00.00 E147 00.00
1: N17 00.00 E147 10.00
2: N16 15.00 E148 00.00
3: N14 45.00 E148 00.00
4: N14 25.00 E147 00.00
5: N17 00.00 E147 00.00

SURFACE TO
UNLIMITED**
BY NOTAM

ATCAA 5

0: N13 35.00 E144 00.00
1: N13 15.00 E144 00.00
2: N12 00.00 E141 30.00
3: N13 42.00 E141 30.00
4: N14 00.00 E142 50.00
5: N13 35.00 E144 00.00

SURFACE TO FL300
ONLY**
BY NOTAM

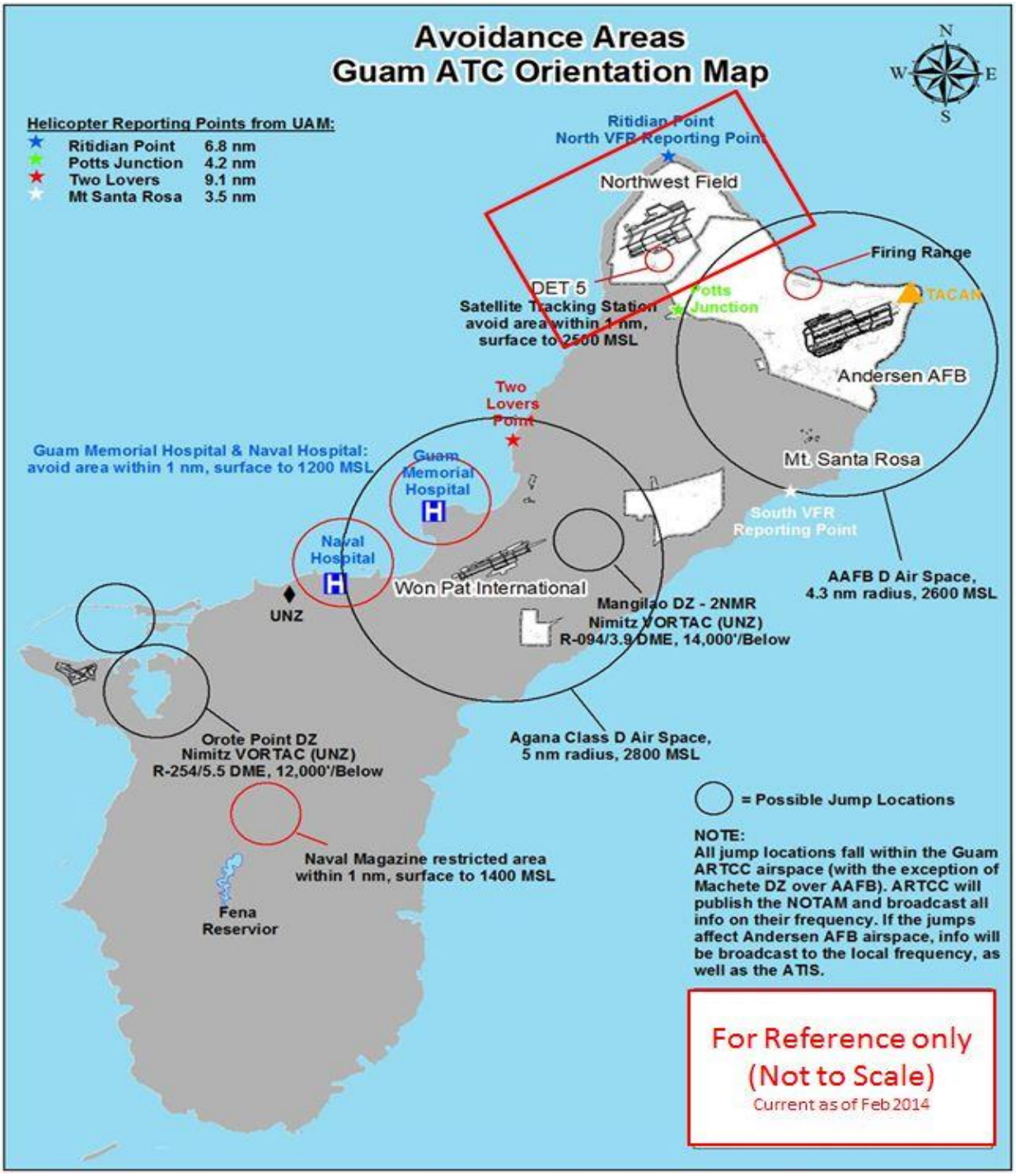
ATCAA 6

0: N13 00.00 E146 25.00
1: N13 00.00 E144 15.00
2: N15 25.00 E144 15.00
3: N15 25.00 E146 25.00
4: N13 00.00 E146 25.00
FL390 – FL430 ONLY**
BY NOTAM

****ATCAAs are capped at FL300 for FAA User Preferred Routing Mandate. Higher altitudes are available and normally granted upon request during non-peak civilian traffic periods. These periods are 0800L-1300L and 1800L-2300L.**

Attachment 6

AVOIDANCE AREAS



Attachment 7

ANDERSEN AFB CLASS DELTA SURFACE AREA

A7.1. DEFINED: Airspace within a 4.3 nautical mile radius of the Airport Reference Point (13.35.04N/144.55.80E) of AAFB, from the surface up to and including 2,600' feet MSL.

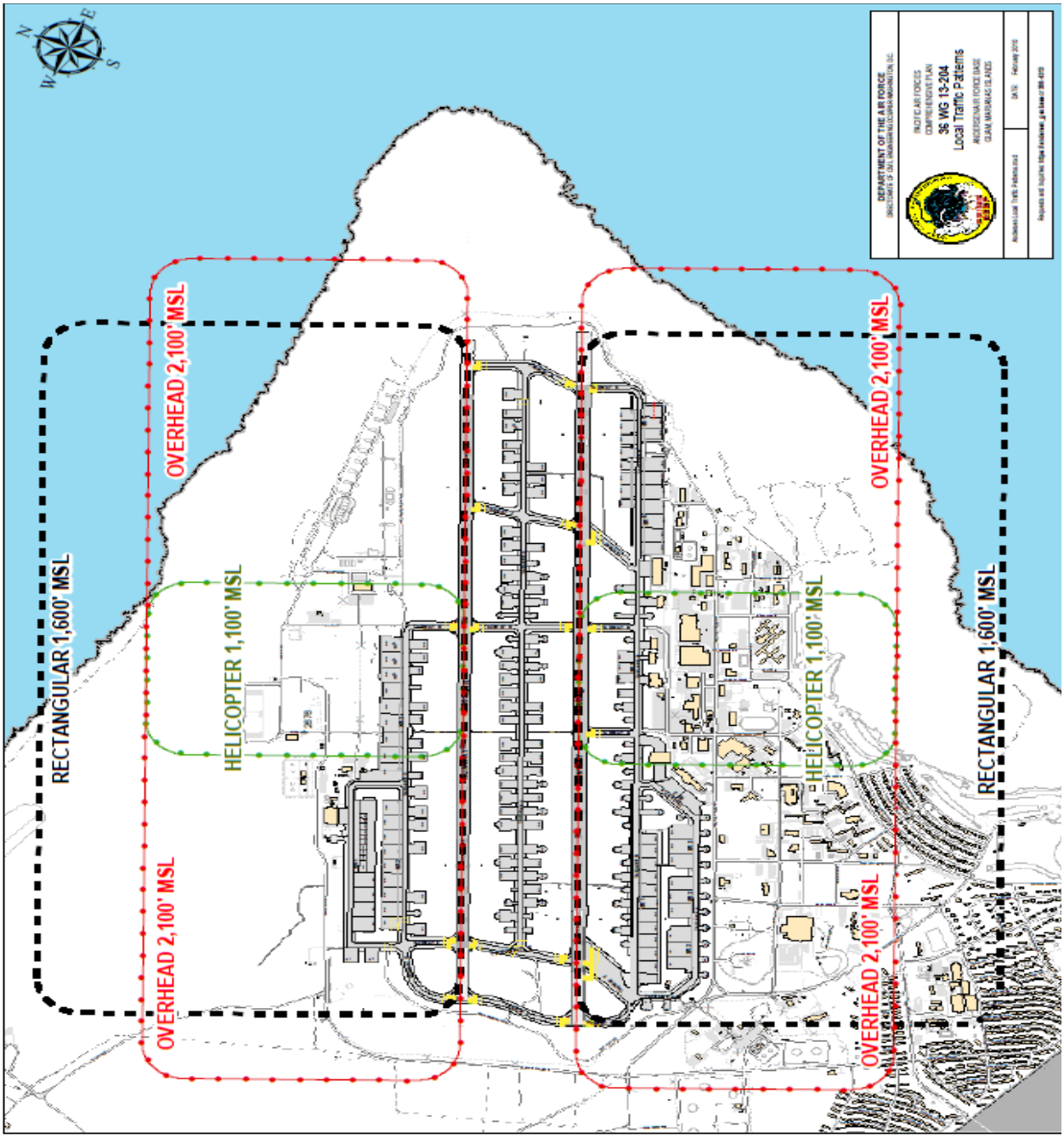
Figure A7.1. Airspace within a 4.3 nautical mile radius of the Airport Reference Point (13.35.04N/144.55.80E) of AAFB

NOTE: 1.5 mile extension of Area "A" southeast of Runway 06R/24L is from Airport Reference Point.

Attachment 8

LOCAL TRAFFIC PATTERNS

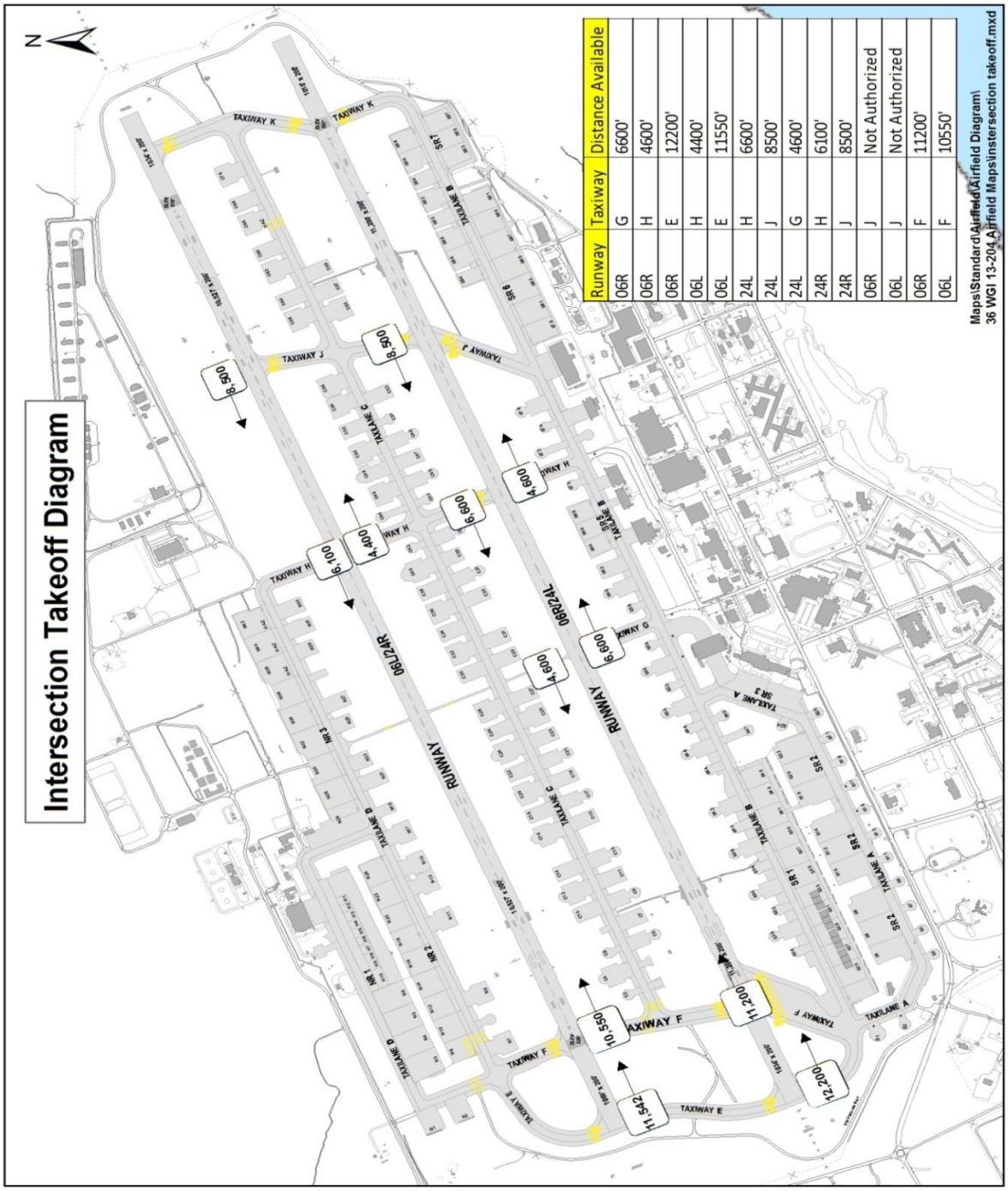
Figure A8.1. Local Traffic Patterns



Attachment 9

INTER DIAGRAM

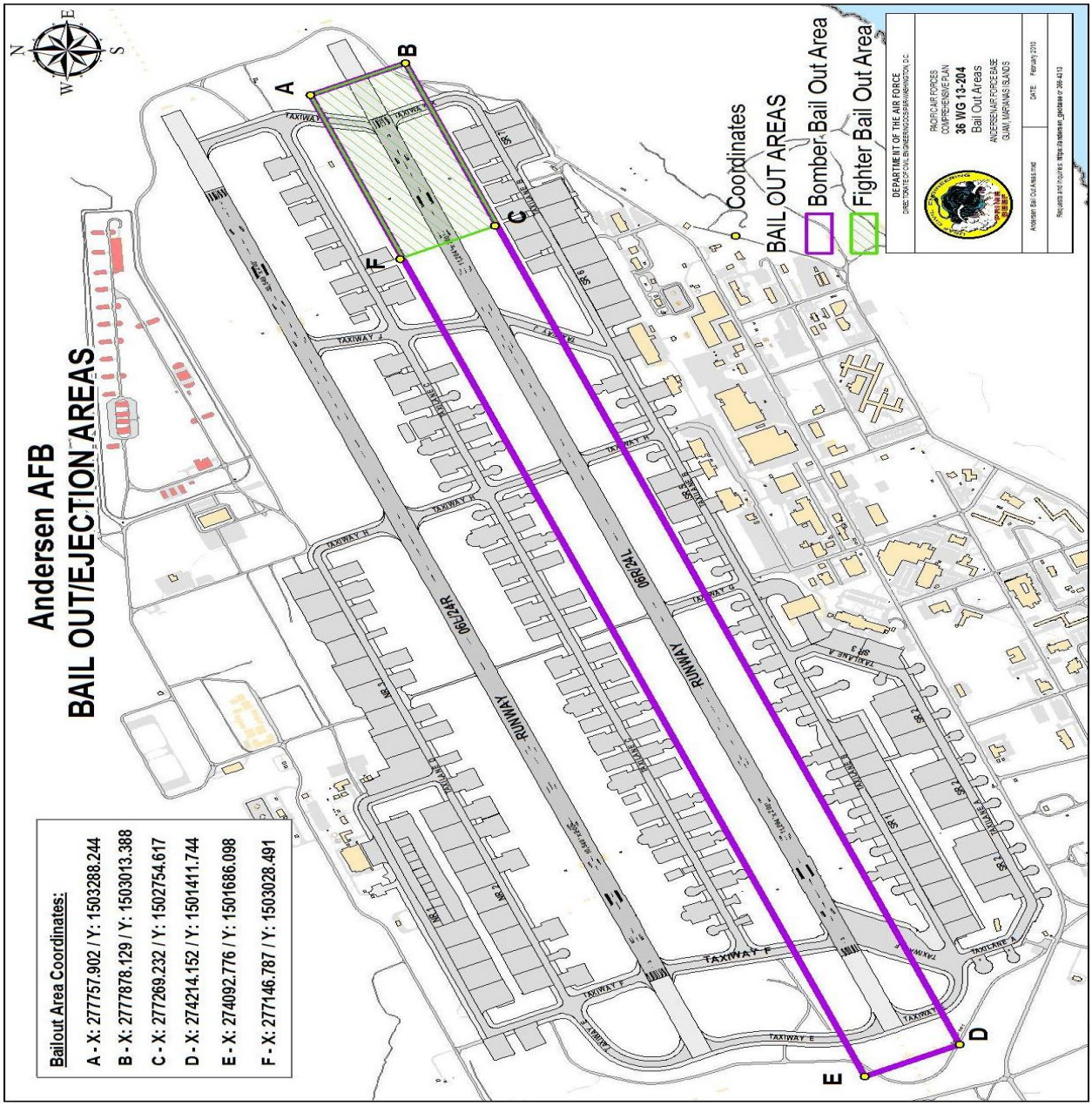
Figure A9.1. Inter Diagram



Attachment 10

CONTROLLED BAILOUT/EJECTION AREA

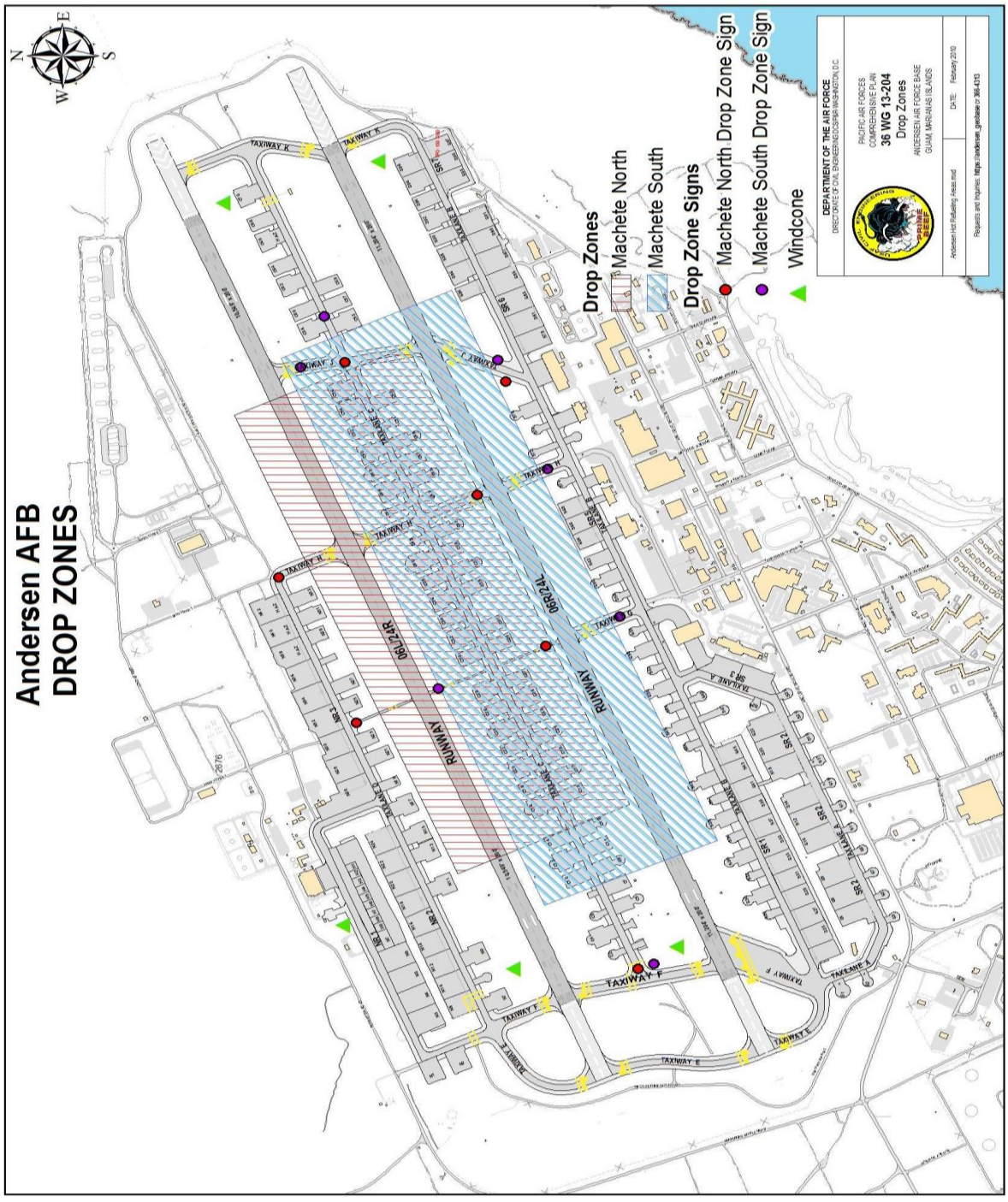
Figure A10.1. Controlled Bailout/Ejection Area



Attachment 11

DROP ZONE DIAGRAM

Figure A11.1. Drop Zone Diagram



Attachment 12

DROP ZONE CONTROLLER REQUIREMENTS

Figure A12.1. Drop Zone Controller Requirements

A12.1. The DZC will report to AMOPS (Bldg. 17002) a minimum of 2 hours prior to DZ operations beginning. All DZ times will be verified and an LMR radio, if not already obtained by DZ party, will be signed out. In addition, AMOPS will provide a briefing on the following items as required:

A12.1.1. Airfield Driving: All personnel operating a vehicle on the airfield will be provided training by AMOPS or designated representative. The briefing will include: designated route to and from DZ, airfield layout, speed limits, CMA locations (to include critical areas and runways), airfield radio procedures, safety hazards, restricted areas, and location of perimeter roads.

A12.1.2. DZ Security. The DZC is responsible for securing the DZ during airborne operation block times. Post drop zone signs and cones IAW Attachment 11 prior to DZ operations beginning. Ensure all signs and cones located at taxiway/runway intersections remain behind the runway hold line. All cones will be removed from the airfield upon completion of DZ operations.

A12.1.3. Radio Communications: Coordinate with the ATCT prior to conducting DZ operations and entering the CMA. In the event jumpers land in an area other than the designated DZ, do not enter the CMA without the ATCT's approval. The DZC is responsible for ensuring all personnel supporting the DZ operation are under their control at all times. ATC UHF/VHF frequencies will not be used for coordinating between aircrew and DZC. Such use is in violation of Federal Aviation Administration and USAF ATC policies. Maintain strict radio discipline as the assigned LMR radio frequency is used by several other base agencies.

A12.1.4. Reporting Incidents: Any damage or irregular incident that occurs while conducting DZ operations will be reported to AMOPS immediately by the most direct means available (radio, telephone, etc.). Failure to report such an incident may terminate future operations on the airfield.

A12.2. DZC will conduct a thorough FOD check upon completion of paradrop operations. Ensure all jumpers and DZ support personnel have accounted for all gear and equipment. Report the approximate location of any lost items to AMOPS, so an immediate check can be conducted to ensure no FOD hazards exist for aircraft operations.

A12.3**.** Report to AMOPS when operations are complete. Return all cones, signs, and radios as necessary.

_____

Sign, print name and rank, and date
Drop Zone Controller

Attachment 13

PARADROP AIRCREW REQUIREMENTS

Figure A13.1. Paradrop Aircrew Requirements

A13.1. Aircrews shall make compulsory reports at 10, 5, and 1-minute prior to jump, as well as when jumpers are away. The 10-minute call is mandatory even when aircraft are not in Andersen's Class D airspace. The 10-minute call begins the sterilization of the Andersen's Area A of the Class Delta (Attachment 7) and deactivation of the CATM range (call may be direct to ATCT or passed through Guam ARTCC if on frequency with them).

A13.2. At ten minutes prior to jump, ATCT shall advise all nonparticipating airborne and ground traffic, "*JUMPERS AWAY IN ONE ZERO MINUTES*" and require nonparticipating aircraft to depart the Class D airspace or taxi to parking and shut down all engines/rotors.

A13.3. At five minutes prior to jump, ATCT shall advise all nonparticipating airborne and ground traffic, "*JUMPERS AWAY IN FIVE MINUTES*."

A13.4. At one minute prior to jump, ATCT shall advise the jump aircraft of any aircraft still in the Class D airspace or of any aircraft still on the ground that has not reported engine shut down. The jump aircraft, jumpmaster, and/or Drop Zone Control Officer shall make the final determination whether or not to release jumpers.

A13.5. ATC frequencies will not be used for coordination between aircrew and drop zone controllers. Such use is a violation of Federal Aviation Administration and USAF ATC policies.

A13.6. ATCT shall advise all nonparticipating aircraft of the termination of parachute jumping and resumption of normal operations.

A13.7. ATCT Watch Supervisor has the authority to deviate from these procedures as needed in the interest of flight safety.

_____

Sign, Print Name/Rank/Date
Pilot In Command

Attachment 14

AIRCRAFT RESTRICTIONS FOR WINGSPANS 237’ TO 261’

Attachment 15

ATCAA'S 1, 2 & 3 REFUELING TRACKS

Figure A15.1. ATCAA 1 Refueling Tracks

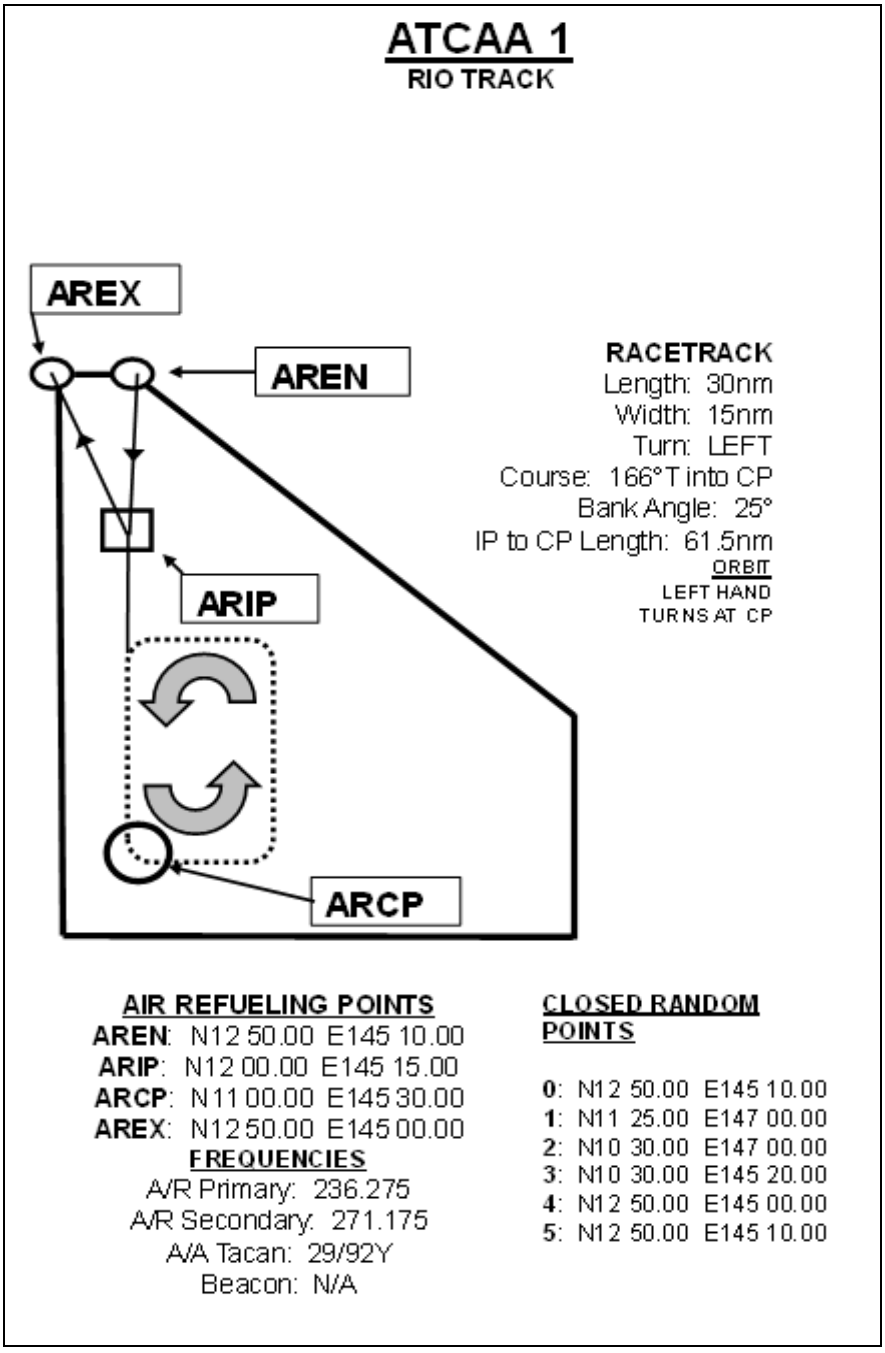


Figure A15.2. ATCAA 2 Refueling Tracks

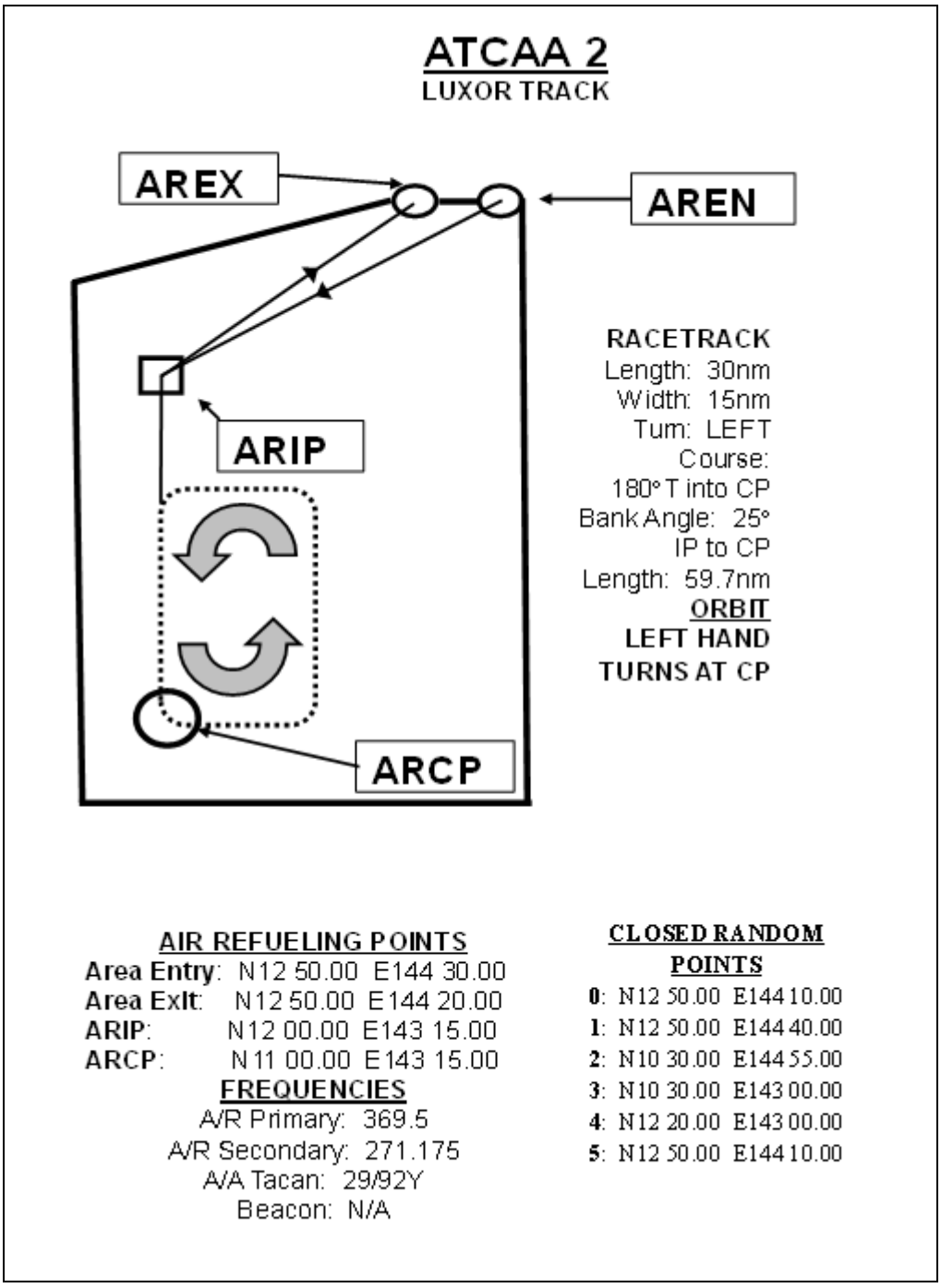
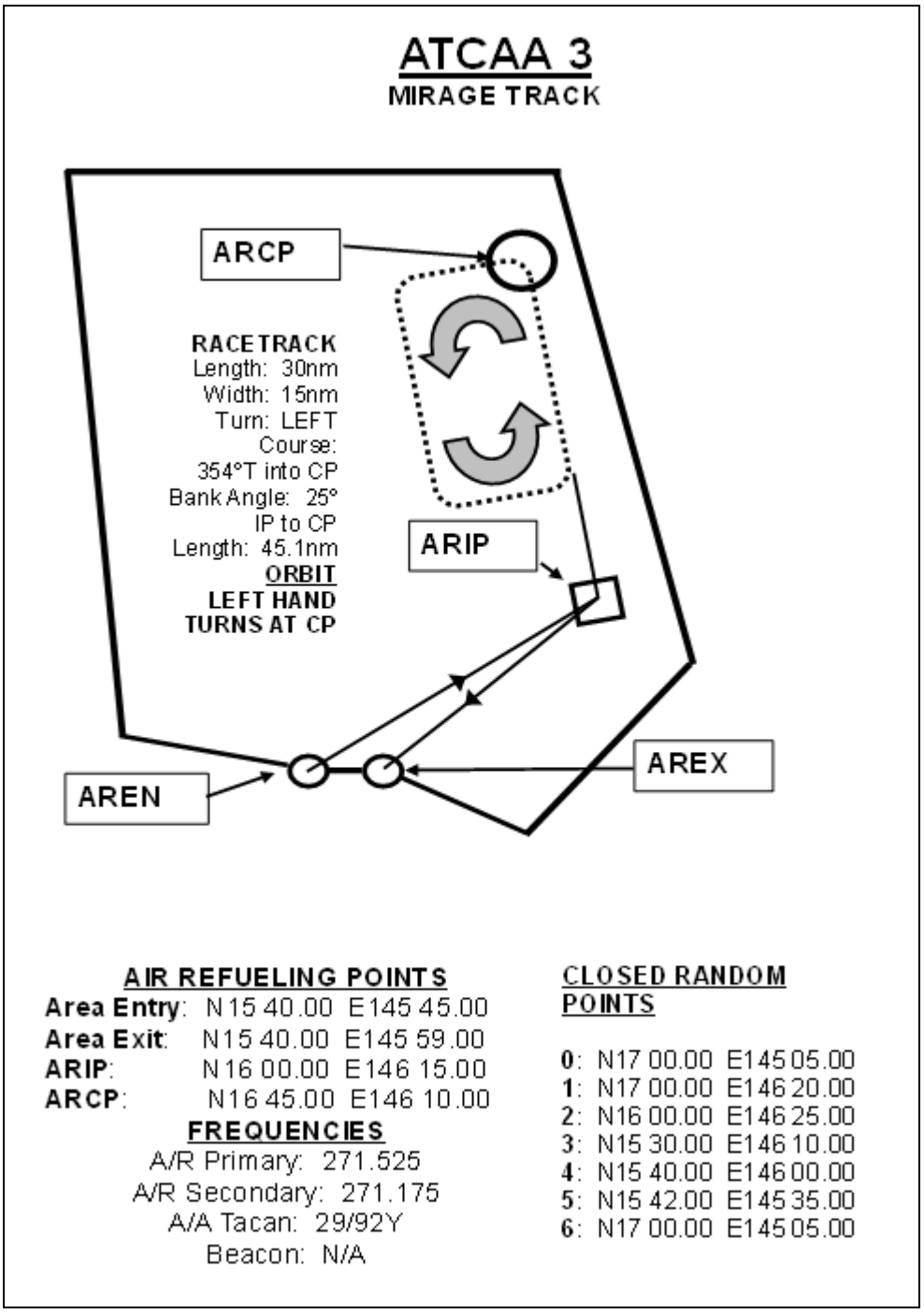


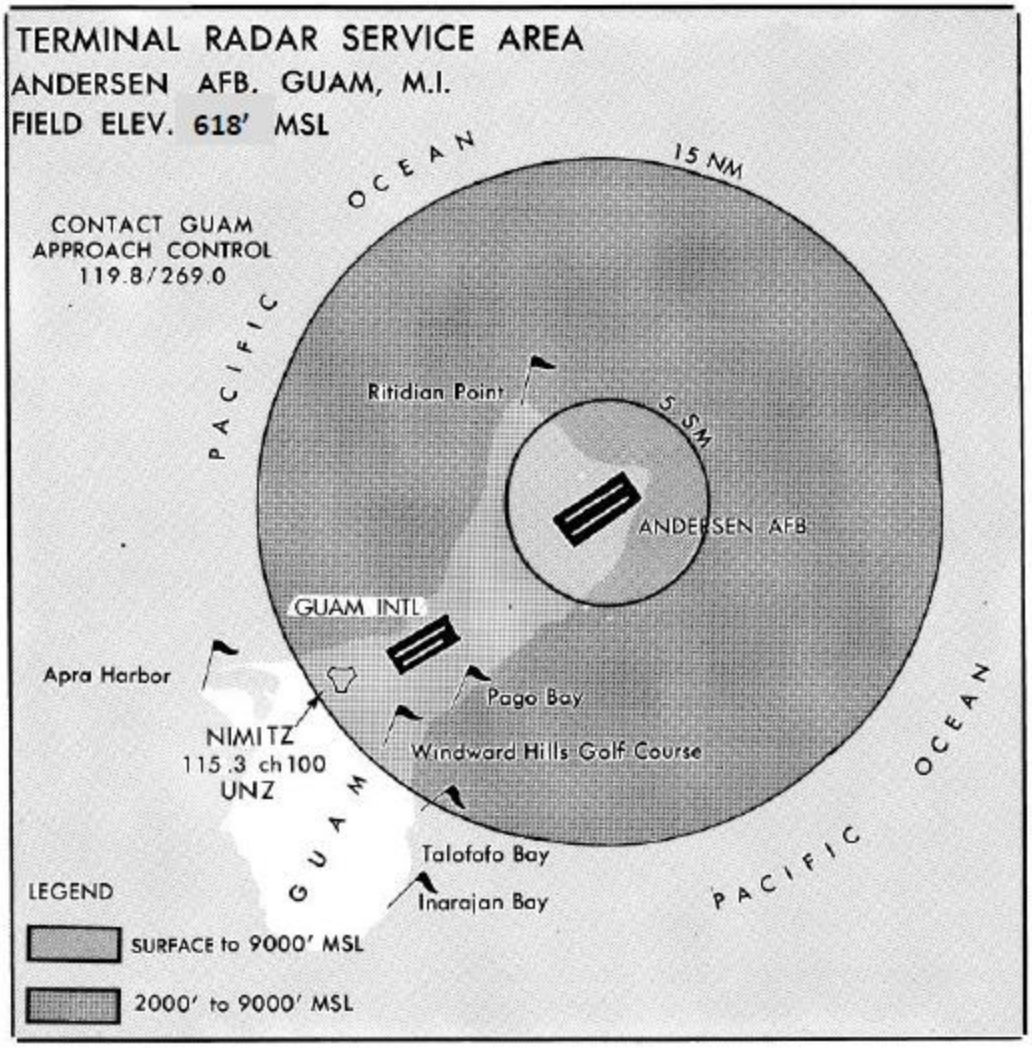
Figure A15.3. ATCAA 3 Refueling Tracks



Attachment 16

TERMINAL RADAR SERVICE AREA

Figure A16.1. Terminal Radar Service Area



Attachment 17

FLIGHTLINE PHOTOGRAPHY REQUEST LETTER

Figure A17.1. Flightline Photography Request Letter

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 36TH WING (PACAF)
ANDERSEN AIR FORCE BASE, GUAM

Date

MEMORANDUM FOR 36 OSS/CC
36 OG/CC
36 SFS/SF5
IN TURN

FROM: 36 WG/PA

SUBJECT: Flight Line Photography Authorization Request State Purpose (specific aircraft, unit or event)

1. The personnel listed below are authorized escorted/unescorted access to photograph and videotape (provide specific location(s) of area and/or aircraft to be recorded: i.e., all open storage areas south of taxiway B, opposite of aircraft parking spots S-58, S-60, and S-62.)

2. The purpose for this photography/videography is to (perform high definition survey work for topographic survey for preliminary design work to support the FY12 MCAF, Project AJJY 12-3010, Guam Strike Fuel Systems Maintenance Hangar, MILCON project. Photographs will help minimize visits to the site while also allowing survey crew to complete work. Please be as specific as possible.)

3. Photography and videography of PL-2 assets is not permitted without approval by the 36th Operations Group Commander. Personnel will follow major design series approval process letter guidance, which states all individuals authorized access to photograph areas of the flight line, with the exception of PL-2 assets, will have a subject matter expert and PA review all imagery prior to release.

Authority: AFI 31-101, 36 WGI 31-101, *Integrated Defense*, and DoD S-5210.41M-V1_ AFMAN 31-108, *Nuclear Security Manual (U)*
Purpose: Verification of Authority to enter designated area.
SSN: Used for further identification of an individual
Routine Uses: Entry Controllers will use the SSN or Controlled Picture ID (CPID) number as a means to verify a person is allowed to enter a designated area.
Disclosure: Disclosure is voluntary. Failure to disclose required information will result in that person not being allowed to enter a designated area.

NAME Last, First MI. (List Alphabetically)	RANK/ STATUS	ORG	Last 6 of SSAN	SECURITY CLEARANCE (Level)	LINE BADGE #

4. This authorization letter is valid from Date through Date. Photography will only be used for official government purposes, wing mission requirements and historical documentation.

5. Each individual will notify base operations at 366-4188 and the Andersen Security Forces Control Center (ASFCC) at 366-2911 before beginning any photography operation. The individuals listed above will be required to carry a copy of this letter at all times when on the flight line.

6. If you have any questions, please call POC and contact information.

FIRST M.I. LAST, Rank, USAF
Chief, 36th Wing Public Affairs

1st Ind, 36 OSS/CC

MEMORANDUM FOR 36 OG/CC

I recommend approval/disapproval for flight line photography/videography authorization for the above listed individuals to (Endorsement justification must mirror paragraph 2: to provide current media and documentation while performing high definition survey work for topographic survey for FY12 MCAF Project AJJY 12-3010, Guam Strike Fuel Systems Maintenance Hangar, MILCON project from 15 Mar 11 through 01 Apr 11.) This request does not include Area 5 or Hangar 6.

FIRST M.I. LAST, Rank, USAF
Commander, 36th Operations Support Squadron

2d Ind, 36 OG/CC

MEMORANDUM FOR 36 SFS/SF5

I approve/disapprove the flight line photography/videography authorization for the above listed individuals to (Endorsement justification must mirror paragraph 2: to provide current media and documentation while performing high definition survey work for topographic survey for FY12 MCAF Project AJJY 12-3010, Guam Strike Fuel Systems

Maintenance Hangar, MILCON project from 15 Mar 11 through 01 Apr 11.) This approval does not include Area 5 or Hangar 6.

FIRST M.I. LAST, Rank, USAF
Commander, 36th Operations Group

Authenticated by: